cycle news

VOLUME VII NUMBER 28 | North & Western Edition | July 28, 1970

25¢

Mert Bags National

Dave Kribell, class winner in the second division of 125cc Juniors, comes out of the tunnel on the Combo-cross Moto-Prix course at Bay Mare. Nearly 400 riders and 1000 spectators were on hand for the event. For more MX action, a Bud Ekins interview, technical tips and even a fiction story, see the inside pages.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

NEWSPAPER

CALENDAR

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
Tom Walsh at CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY WEDNESDAY NIGHT

FLAT TRACK & TT RACING, at Orange Co. Raceway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

EVERY FRIDAY NIGHT

CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Rack Track. Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – 3rd Sunday, Motocross–all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.).

COURSES FOR RENT

ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

THURSDAY, JULY 23rd

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, JULY 24th

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

PRO TT at Oregon Sidwinders Race Track. AMA sanct., 40% purse-8 pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

SCRAMBLES by Hi-Hats M.C. at Vallejo Speedway in Vallejo, Cal. AMA sanct. Pract. 5:30 to 7 pm. Races at 8 pm. $2 rider entry per motor – all classes. High point trophy for all classes. Info: (707) 644-0741.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl. Entry $2 per motor. Info: (209) 368-7182.

West Coast Nationals

JULY 26
AMA MILE TRACK NATIONAL at Santa Rosa, Calif.

AUGUST 1
AMA NATIONAL HALF-MILE at Tulare, Calif.

SATURDAY, JULY 25th

TT SCRAMBLES by Far West M.C. and the Six Rivers Racing Association. Follow state signs entering from north or south to Redwood Acres Fairground, located at the East end of Harris St. in Eureka, Cal. Night races.

SPORTSMAN SHORT TRACK at Oregon Sidewinders Race Track. AMA sanct. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8pm. AMA sanct. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6 pm, practice at 7:30 pm, races at 8 pm.

TOUR by Pacific Coast Honda to Santa Barbara. Meet at P.C.H. in Lomita, Cal. at 8 am. Info: (213) 326-3810.

SHORT TRACK by Rainier Sportsmans M.C. at Rainier Rodeo Grounds, Rainier, Wash. On Hwy 507 between Yelm and Tenino. Signup 7 pm, pract. 7:30, races at 8 pm. AMA sanct. Info: (206) 446-2401.

SPORTSMAN SHORT TRACK by Sacramento Two Wheeler's at Cal Expo. AMA Sanctioned. Sign up 6 pm, practice 7:30 pm, race starts 8 pm. Take Cal. Expo turnoff of Interstate 80. Info: (916) 481-6527.

SPORTSMAN SHORT TRACK at Cycle Land Speedway 14 miles south of Chico at Hwy. 99E and Gage Shippe Rd. Signup 7-7:30 pm, pract. 7:30-8 pm, first race 8:30 pm. $1.50 ride or watch. AMA sanct.

SAT. & SUN., JULY 25th & 26th

CMC MOTOCROSS in Ensenada, Mex. Practice and parade Sat., race on Sun. $5 mail etnry ONLY, per class entry. No transfers, no refunds. Camping available. $500 purse for Experts, trophies for Juniors. CMC membership and 3 number plates required. No pie plates. Entry blanks available at CMC, Box 1402, Costa Mesa, Calif. 92626.

SUNDAY, JULY 26th

MOTOCROSS by Simi Valley M.C. Dist. 37. Mail entries $3 to Oxnard Sports Festival, 19856 Vanowen St., Canoga Park, Calif. 91303. Mail entry closes July 18. Practice 9 am at Wagon Wheel Junct., Oxnard.

ROUGH SCRAMBLES GRAND PRIX by Roadrunners M.C. All "A" main winners from previous 3 races ride. 12 noon start. $2 entry. Clubgrounds So. of Tacoma at S. 176th and 74th Ave. East. Follow signs. Info: (206) 537-4129.

DUAL EUROPEAN SCRAMBLES by Stump Jumpers M.C. and Huntington Beach M.C. Turn off Hwy 14, 5 miles north of Mojave, limed from golf course in California City. Dist. 37 pts., AMA sanct. First race 8 am. Entry $3.25. Info: (714) 776-5236.

MOTOCROSS by CMA of Salt Lake City, Utah, at 2300 South 5600 West. Signup and pract. 11-12:30, races at 1 p.m. Info: CMA, P.O. Box 8431, Salt Lake City, Utah 84108.

BACKWARDS SCRAMBLES by Hilltoppers M.C. at Perris. AMA Dist. 37 pts. Small bikes a.m., big bikes p.m. Mass start. Practice 9 am, race 9:30. Gate $1.25, entry $2.

MINIBIKE MOTOCROSS at Deadman's Point. Trophies and prizes all classes. $3 entry fee. $2.50 if member of minibike assoc. All classes and ages. Gates open 8 am, time trials at 10 am.

MOTOCROSS by Everett M.C. at Startup, Wash., follow signs on Hwy. 2. AMA sanction. Adults $2.50, students 12-17 $1.50, under 12 free.

MOTOCROSS at Indian Dunes, sanctioned by NORRA with a $2000 purse. $5 entry fee includes pit pass. $2 general admission. Park located two miles west of Interstate 5 on Hwy 126 out of Ventura. Info: (805) 259-8000.

TT RACES at Huntington Beach Cycle Park. $2.25 members, $2.50 non-members and ride Expert. 3 number plates. Signup 9-10:30. 7561 Talbert, H.B. Info: 897-4458.

MOTORCYCLE SWAP MEET at Mustang Drive-In, Saugus, Calif. on Soledad Cyn. Blvd., West of Solement Junct. Take Golden St. Fwy to Palmdale turn off, proceed to Soledad Cyn. Blvd. Consecutive wknds. All summer.

MONDAY, JULY 27th

PRACTICE at Huntington Beach Cycle Park. TT, Minibike and Speedway. Hours 12-7. 7561 Talbert. Info: 897-4458.

THURSDAY, JULY 30th

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

Don't miss Bob Grossi, Gary Bailey and the nation's top Moto-X stars in the richest motocross in California history

FREE! All-American motocross championship T-shirts
kids 8-12 bring your parents & receive a free T-shirt
Admission:
Adults: $2.50
Juniors: $1.00

See back page for more information

the ACTION'S at
SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

JULY 19
CMC Motocross

AUGUST 2
Saddleback Scrambles

AUGUST 9
SCMBKA Mini-bike Scrambles

AUGUST 16
ACA Motocross

Do your tune-up riding on Saddleback's multi courses.
OPEN WEEKENDS 8–7
OPEN WEEKDAYS 9–6
Admission $2.50; Minis $1.50

SADDLEBACK PARK
BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

RIDE WITH THE BEST
RIDE CMC EVENTS
MOTOCROSS

July 19th – CMC & Saddleback Park 100% Trophies to Jr. & Intermediates (all finishers) $400. Expert Purse

July 25th & 26th – Ensenada Motocross
– RAIN or SHINE –
3# Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.
CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

Attention:
Desert & Moto-X Riders
Coming August 23rd.

THOUSANDS OF DOLLARS IN PRIZE MONEY

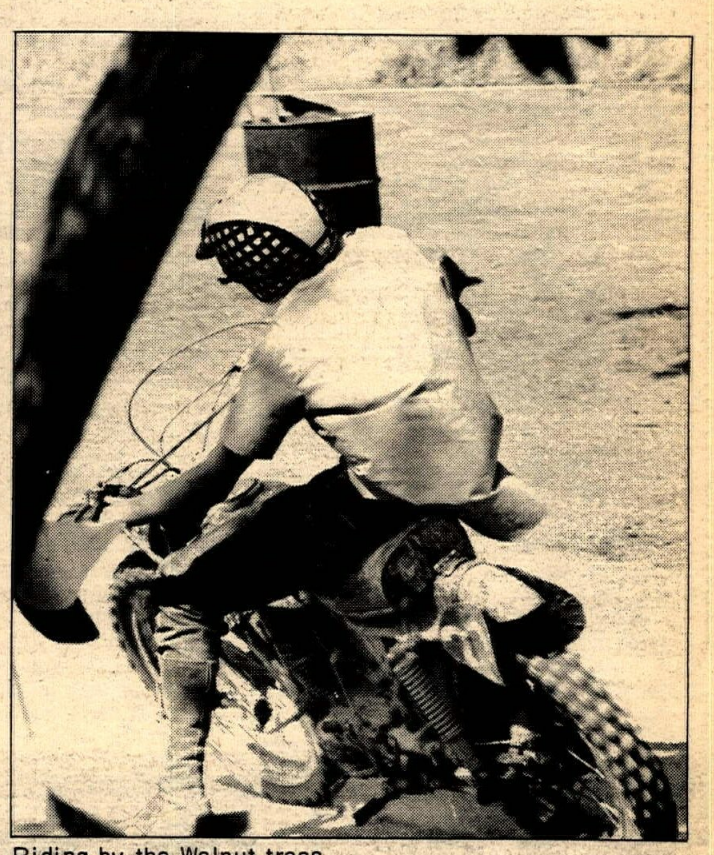
100% TROPHIES TO ALL NOVICE CLASSES

All new 10 mi. European Scrambles course 20 min. from San Fernando Valley.

Hills, streams, sand & trees & no 110 degree temperature.

GROO-VINESS DAY

The smooth access roads were used as part of the Combocross Moto-Prix course, providing areas for riders to reach 60-70 mph.



Riding by the Walnut trees.

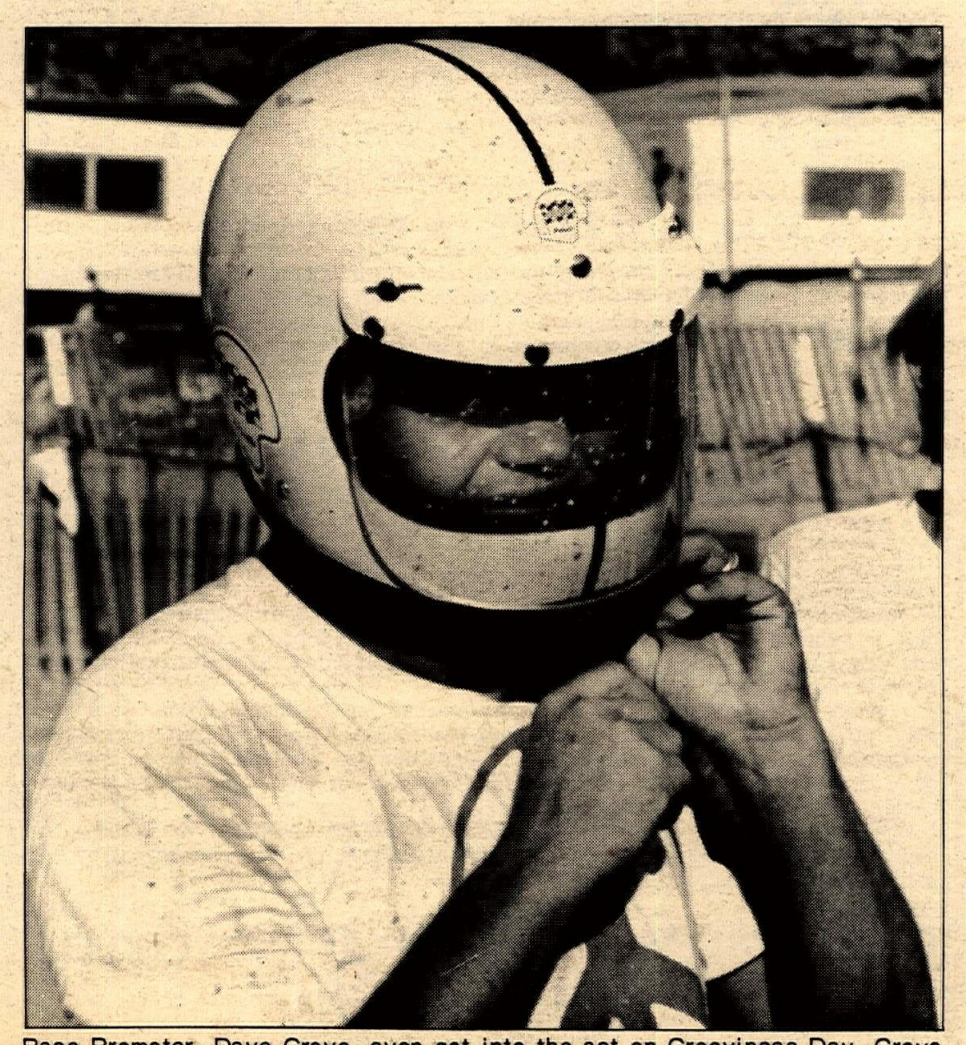
MOORPARK, CALIF. July 19, 1970 – A neat thing happened at Bay Mare this weekend. Grooviness Day. Actually, it was a Combocross Moto-Prix. If that makes any more sense.

What it amounted to was a long day of very fun riding around a 2.5 mile track. A rider's dream come true.

Mike Chamberlain won the featured 250cc Expert race, but that didn't really make much difference to the more than 300 Juniors who were on hand for the pleasure of riding. Or, even to the handful of die-hard, four stroke riders who were given their day to play in the Dinosaur Class. Or – probably – to the several hundred spectators who drank their beer, ate their sandwiches and just kind of hung around enjoying the weather and the sport.

It was just a neat thing.

Oh yeah: If you're interested, the results are on page 26.



Race Promoter, Dave Grove, even got into the act on Grooviness Day. Grove rode the last moto of the Dinosaur class, pulling a fantastic last place.

Don Pierce, winner of the 100cc class, takes the super-fast, main straight jump.

cycle news

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voices

FOUL PLAY?

At the Castle Rock Nat'l. T.T. July 11th, John Bethea wrote it up as Dick Mann running into Dave Aldana's B.S.A. to upset him and Mann goes on for the win.

At Ascot half mile July 17th, it looked to me like Jim Odom broadsided Keith Mashburn coming out of the north turn to put Mashburn out of action and go on for the win with just another lap to go. However, Mashburn won.

The same night the starter drops the flag while Dave Aldana had his hand up, while his tuner was working on the bike. I know there is a time limit but it wasn't near to being up. They did not restart the race.

It looks to me like A.M.A. Professional racing is getting dirty. Someone with authority should clean it up.

Maybe Odom came in too fast to avoid broadsliding Mashburn. The same with Mann. You would expect to be run into by a Novice but hardly from an Expert.

I think every fair minded person should boycott the Ascot Friday night half mile for the dirty deal that was given Dave Aldana last Friday night.

ALVIN SUMMERS
Bell Gardens, Calif.

And the idea of blackflagging for Jackrabbit riders, is really quite asinine.

And on, and on.

There were uncountable compliments that nite to the club on the race they threw, as is par for all their events, but it is to be totally expected that one will hear from the ever present "whiner's", as again proved to be true.

I felt a reply was necessary to this one in particular, however, due to the complaints being so utterly ridiculous. I'm sorry you didn't enjoy yourself, as everyone else I know did, but I suppose that you really "can't please all of the people all of the time".

Although not a member, (being a female bars me from it), I have tremendously enjoyed helping the Jackrabbits (great bunch of guys) on all their events for many years and know of all the preparation that takes place a month beforehand. It takes a lot of hard work, patience, co-operation and long hours performing their jobs, and they are profesionals in their own right. If it bothers you that bad, why don't you join a club or got out and help one, so you could incorporate the mending that is thought to be needed so terribly, and know what it is to put on an event.

SHE SAYS JACKRABBITS ARE OK

As you say, "first of all", the Jackrabbits M.C. has been in existance for 30 years, and have put on more excellent sportsman events, than you and I have annuls, so that "lack of experience" is quite out of the question.

Record has it that they were the first club to unanimously bar all alcohol consumption of club members at any T.T. scrambles sponsored by them. This has been strictly adhered to ever since and thus was so June 13 at Elsinore. If this rule is broken, his membership is terminated automatically. So that also puts "drunken officials endangering everybody's lives" a bit out of the question.

As for "Mickey Mouse management".. I would put the Jackrabbit record up against "your" club. That is if you are mentally alert enough to belong to one, and your statements do leave me in doubt!

The starting line was continually being marked by the starters, as I and 200 other people bore witness to.

The starting of 12 riders was close, they admit, but surely you must have observed that most all the problems were in the heat's of 6 to 10 riders.

The 10 min. wait for a Jackrabbit was the time it took the ambulance to bring him back to the starting line unconscious from unloading in the north turn...I am certain that he asked no one to wait for him either. And could you please tell me how a riders club colors can be seen in the north turn from the pit area? Where the starters are?

You can be assured that if "whiner" Hannon was hurt, the same delay would have taken place.

Spectators were continuously being moved back by flagmen, starters & officials, but when heads were turned, they were back again...it is obvious that 40 club members cannot keep an eye on 1,000 spectators at one time for ten hours, though they do the best they can.

The Jackrabbits, along with the track owner, felt that track maintenance was efficient, so I don't know where you get that.

You realize that 90% of the "whiners" don't even belong to a club?

I feel that when an enthusiast is interested enough in the sport to really get into it and join a club, then and only then, does he have the right to make a "BIG BEEF".

IRIS KOUNS
Lynwood, Calif.

COULD BE BETTER

I took two of my friends and went to Saddleback the 4th of July to see what Wilson and DeSoto would do against the super Europeans. Wilson not showing was the first disappointment, after being advertised for weeks he would. We paid four dollars, but didn't know who was riding as no programs were availalbe. We could recognize a few of our guys and of course Torsten Hallman, but you had no way of knowing who all those fast guys out in front were.

It sure looks like for four dollars they could throw in a program. It sure isn't very interesting to see Moto X when you don't have any idea who is out front. I had to wait for my Cycle News to find out what I had seen. I didn't even know Bob Grossi (a fine rider) was there till I read about it.

JOHN I. McCOWN
South Gate, Calif.

KEEP IT LONG

As one of the trail bike riders Wes Anderson Sr. failed to poll, I wish to advise that I want to continue to ride all the way. A short desert race eliminates the very challenge that we all are seeking.

Breakdown or not, keep the long trail bike race. If we wanted a shorter race we would buy scrambles or motocross number.

K. HETTINGER
La Crescenta, Calif.

March Named AMA Head

WORTHINGTON, OHIO, July 17, 1970 – Russell March of Detroit, Michigan, a former member of the AMA executive board, has been chosen to head the American Motorcycle Association as Executive Director, it was announced Friday.

Formerly sales manager for Buco helmets and prior to that an executive for Honda Motor Co., March has been active in reevaluating the AMA's role as chief representative of the motorcyclist in the U.S. Readers are advised to look to Cycle News for an in-depth interview with the new Exec. Director in a coming issue. Meanwhile, may we suggest a new slogan for AMA? "Forward, March!"

Hansen Gets Viking Win

ELK HORN, WIS. July 19, 1970 – Torlief Hansen, Swedish Husqvarna factory rider, put together two firsts and a second for Overall victory in the 250cc International Class at the fourth event of the Viking Series held here Sunday.

Nearly 3000 spectators were on hand for the event, although a heavy all night rain, plus drizzles throughout the practice session, left water standing on 25% of the course.

For the third consecutive week, CZ rider, John DeSoto, was top American, placing sixth overall in the final standings.

Stars Back For MX

MOORPARK, CALIF. July 15, 1970 – Top notch West Coast motocross riders, Bob Grossi, John DeSoto and Mark Blackwell, will temporarily leave the Viking Series circuit to participate in California's richest professional motocross on August 2 at Bay Mare race track, it was reported today by race promoter, Dave Grove.

Additionally, top Greeves rider, Gary Bailey, who has been traveling around the country conducting motocross schools, will be on hand for the event.

Grove said that after Sunday's fourth event of the Viking Series in Wisconsin, the three riders will head for California to compete for the $2100 purse.

The three Californians have raced against some of Europe's best riders in each of the four Viking events, with DeSoto maintaining top American average, including a fourth place overall at Puyallup, Wash.

The August 2 event is jointly sponsored by International Racing Enterprises (IRE) and California Motosport Club (CMC). The high-paying motocross resulted from an over-a-cup-of-coffee meeting between Grove and CMC officials, Stu Peters and Kelvin Franks. According to Grove, the three decided that the sport "was going in too many different directions."

"We had to do something," Grove said. "My God, there's seven or eight events each weekend, with none of them paying what it takes to provide a full time, professional rider with pocket change. And that's not where it's at."

Santa Rosa Next Natl.

SANTA ROSA, CALIF. – Most of the nation's best riders will be in town this weekend for the 20 Mile Dirt Track Nationals scheduled for Sunday.

Dick Mann, current AMA point leader, will be hard pressed by the likes of Jim Rice, Mert Lawwill, Dave Aldana, and Don Castro. Each rider is a member of the AMA's top ten in the Point Standings and is capable of winning.

Lawwill, fresh off his victory at Ascot's 50-lap TT National held Saturday night, will be out to make the big jump from seventh place overall to fifth as he trails No.5 in the standings, Don Castro, by a mere 12 points.

The first race is planned to begin at noon and the gates will open at noon and the ages will open at 10 a.m. at the Santa Rosa Fairgrounds.

Forks Being Tested

ALHAMBRA, CALIF. – An experimental oleo-pneumatic fork set, similar to the damping system developed for lunar landing craft, have been given to Skip Van Leeuwen for race-testing. Manufactured by Tabloc Mfg. and designer Brian Littler, the "space forks" will be evaluated in the slam-bang laboratory of competition before production copies are available.

Farout Race Coming

SAN PEDRO, CALIF. July 13, 1970 – A announcement of the first (and possibly only) San Pedro-to-Catalina Island Minibike race was made here recently by the Catalina Race Committee President, Tom Cosgrove.

"It's a short course, only 27 miles," Cosgrove pointed out. "We think it's an ideal distance for minibikes."

What devices the contestants emply is left to their fertile imaginations. The rules only stipulate that the Catalina racers must start with a production model minibike and the machine must be rideable on land as well as on water. No auxiliary propulsion may be used.

Timed to coincide with the 13th anniversary of the last Catalina Grand Prix, May, 1971, the modified minis will start from a beach near San Pedro and dash up a Catalina beach to the finish line. Contestants will be disqualified for towing or otherwise transporting the minibikes on the channel, but safety boats will accompany each contestant.

Co-sponsors Cycle News and Pacific Coast Honda have donated $500 to the purse, and all entry fees ($10 each) will also be divided among the winners. Anyone over 18 may enter, in writing, to this newspaper.

Cycle Park For Pomona

POMONA, CALIF. July 10, 1970 – Permission for a cycle park has been granted in the city of Pomona by a 6-1 vote of the Pomona City Council.

The park will be 106 acres and it was approved that it could be used on weekends and some weekdays. It will be privately run – one of the co-wners being L.A. Dodger Claude Osteen.

Castle Rock, Washington: Dick Mann and B.S.A. win again.

In the 30 lap TT National at Castle Rock, Washington, the winner was Dick Mann, riding a 650 BSA.

Once again BSA proves the advantages of British engineering and American riding.

BSA

ROAD RACERS FIGHT HEAT

By Phillip Pascoe

ROSAMOND, CAL. July 19, 1970 – The American Cycle Association hosted one of the hottest road races of the season at Willow Springs Raceway today. Riders estimated that the temperature one foot above the track was 145 degrees; and judging by the number of engine seizures, that estimation was conservative – in fact due to the weather conditions it was decided that there would be no heat races (no pun intended) to determine grid positions for the start.

The temperature however did not deter Ron Pierce on his factory 125cc Yamaha from setting a new lap record for the 125-200cc class. His bike was definitely a phenominal sight, riding against 175cc and 200cc G.P. bikes he blazed his way to victory winning by at least 45 seconds from second place, Don Wicks on a Yamaha.

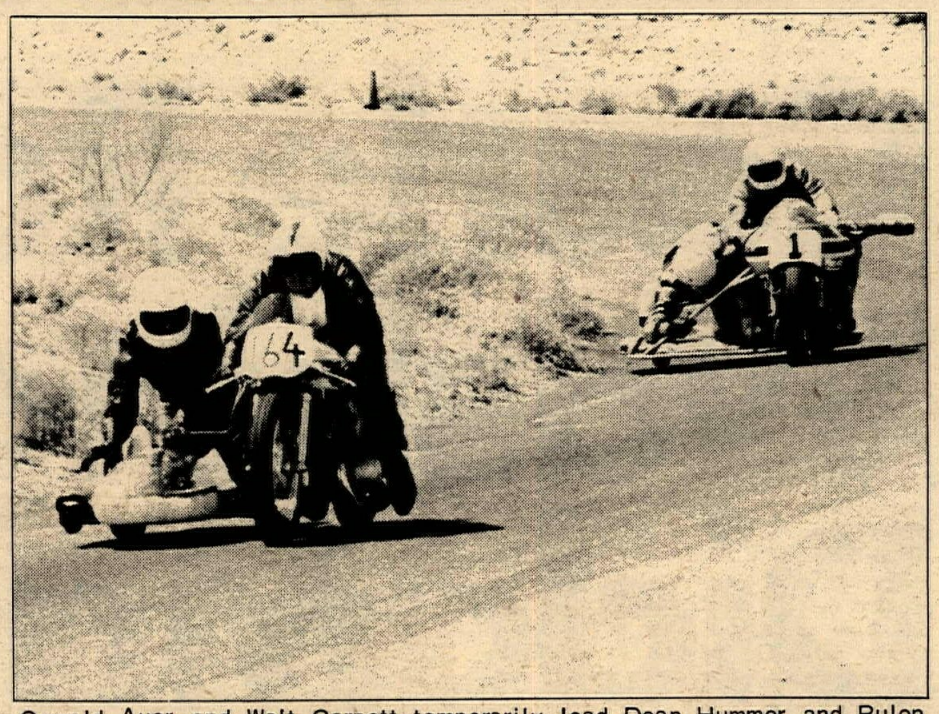
The same race saw Pat Evans riding a Don Vesco tuned Yamaha 200cc get the second of his four wins for the day. He had previously won the 100cc G.P. event and later went on to win the 250cc Junior G.P. and the 250cc Production – all on bikes tuned by the almost legendary Don Vesco.

Perhaps the race that attracted the most attention was the Senior 250cc G.P. event. At the start it was Don Emde, who got a sixth at Daytona, Jody Nicholas, Mike Lane and No. 90 Ron Pierce. All starters were Yamaha mounted – enough said.

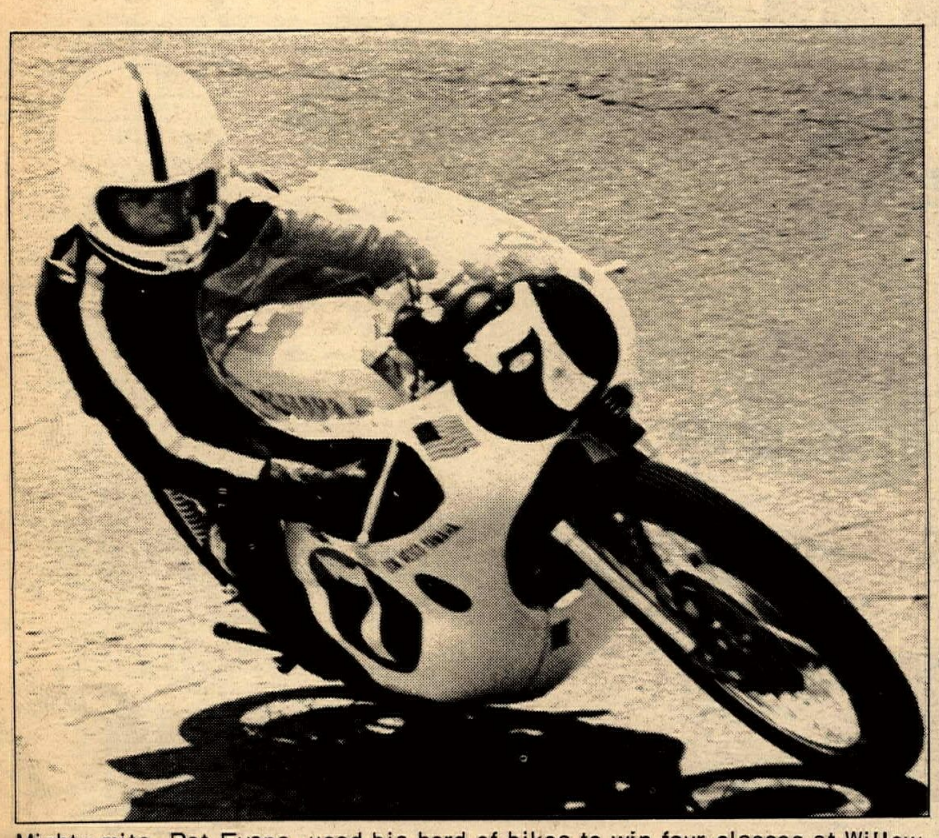
Unlike F.I.M. races at Orange County the A.C.A. begins their races with push starts which helps stop a pile up on the first bend but in turn opens the possibility of fouling the plugs at the start.

This was the case in the 250cc event. First out as the flag dropped was Jody Nicholas hotly pursued by Ron Pierce and Don Emde, however Mike Lane, a favorite, was deprived of a win by a bad start caused by foul plugs; the rest of the field was well into turn 3 before he got under way.

By the end of the first lap Ron Pierce was close enough behind Jody Nicholas to get piston/port specs by looking up Jody's exhaust, however as luck would have it when Pierce came by the pits on lap 3 he pulled out with mechanical problems. Meanwhile, Don Emde had been wasting no time and had moved right up behind Nicholas where he stayed, not giving an inch until right at the end of lap four when Emde got under Nicholas going into the fast left hand sweeper at the end of the main straight. Nicholas obviously perturbed by the change of events tried every trick in the book to regain the lead but Emde held him off and by the end of lap 5 Emde had a three second lead on Nicholas and seemed to pull away a little more coming out of each turn. They chased each other until on lap 7 just before the first right hand sweeper at the end of the back straight Nicholas overtook Emde and from then on just increased the lead until he got the checkered flag. Don Emde came in a good second and I feel it was heat fatigue more than any other factor that slowed Emde so much towards the end because when Emde's bike rolled to a stop he had to be literally lifted off his bike.



Oswald Auer and Walt Garnett temporarily lead Dean Hummer and Rulon Gulbransen. The number one Harley team, however, went on to win the event.



Mighty mite, Pat Evans, used his herd of bikes to win four classes at Willow Springs Sunday.

The Heavyweight Production race, although lacking the crowd-pleasing entries of Jack Simmons and Bill Manley was still a treat as it saw George Kerker on his fantastic Norton Commando take an early lead and an easy victory – if any victory is really easy, from Dick Kilgroe on a Kawasaki Mach III. Kerker was a little worred before the race that his Norton would blow something as the track is so fast that he holds it at about 7000 rpm all the way. But his absolutely stock Norton never flagged again proving that reliability as well as speed wins races. Ron Pierce was 3rd overall and first in the 350cc class on the new and very fast Yamaha R5.

In the 500-Open G.P. event, the final event of the day's racing, it was Jody Nicholas riding one of U.S. Suzuki's factory 500's who took the checkered flag, chalking up another victory for himself and for Suzuki.

The line up for the start was pretty impressive, almost in the class of Talladega or Laconia. On the grid with Nicholas was teammate Art Baumann whose chances for a start looked a bit doubtful due to a seized piston he entailed in practice. But by race time Ron Grant, his leg in a new cast, had replaced the piston and added an extra head gasket in an effort to reduce compression, a step taken in consideration of the tremendous heat out on the course. George Kerker who took a quick detour into the pits for some Gatorade was out again ready for the start still on his production Norton. Ron Pierce, who came fourth at Daytona behind DuHamel was starting, riding a Kawasaki Mach III as was Mike Lane.

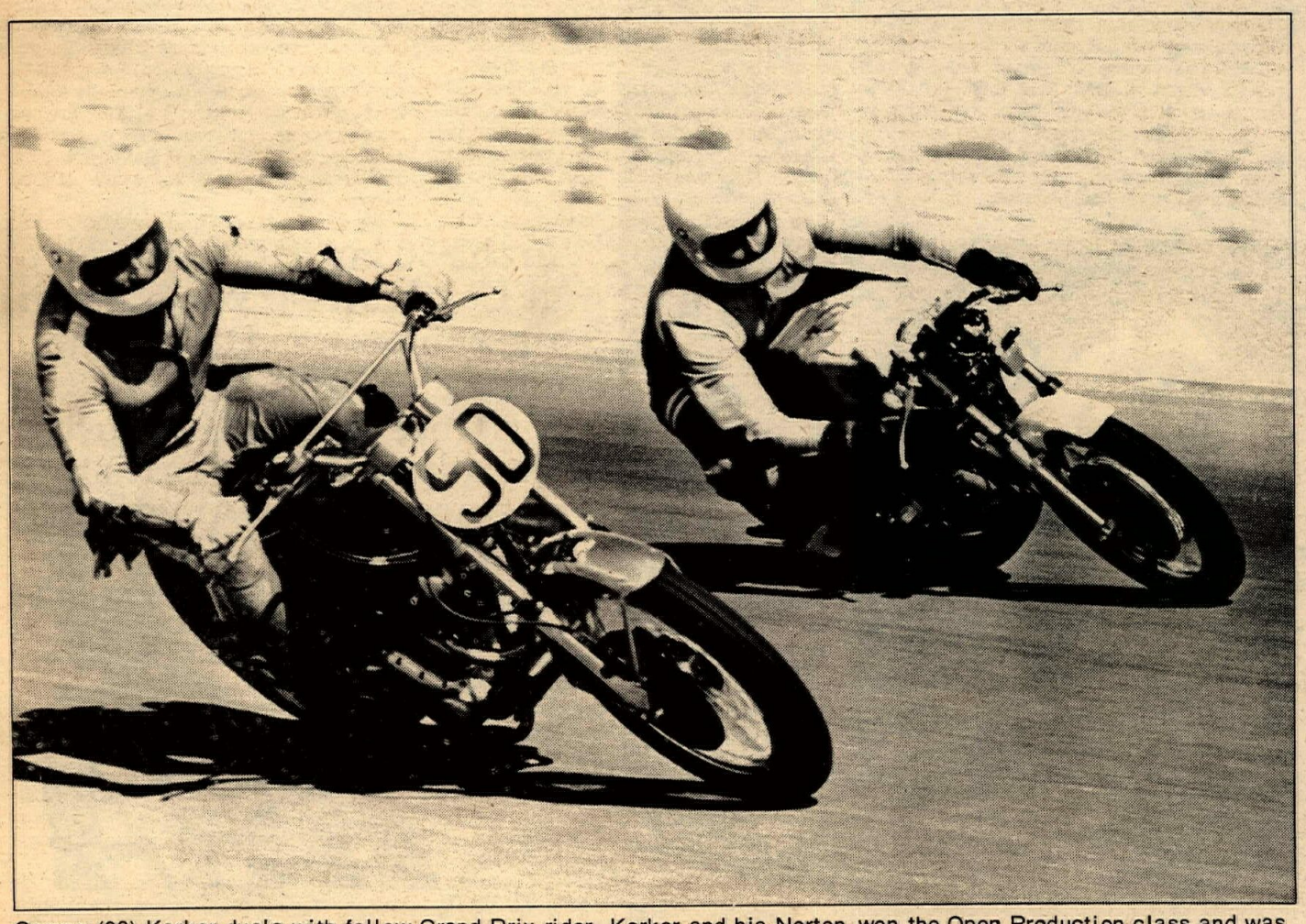
As the flag dropped it was Jody Nicholas, No. 58 who came out first, his teammate Baumann got a bad start being placed in the back of the pack to begin with. George Kerker was second out followed by Dave Damron on a Kawasaki 3.

Lap three saw the beginning of a battle between Nicholas and Baumann; both riding Suzuki 500's, that lasted until lap five. With identical machines and leathers, they created a double image as they attempted out brake, out slide and out maneuver each other. By lap five Baumann passed Nicholas but on the back straight just before the fast right hand sweeper Nicholas again took the lead. Coming around for lap six Baumann pulled into the pits with more mechanical problems and from then on it was Nicholas' race.

Nicholas came streaking home first followed by Dave Dameron on a Kawasaki. Third place went to Wade Killen, also on a Kawasaki. First home in the Open class was John McGillivray who really earned his win; he had been riding for seven laps with no clutch, a little hairy when changing down for corners. Second in the Open class was George Kerker on his stock Norton.

All in all a good day of racing at Willow Springs. Happily not marred by any serious accidents, but as one rider put it "No more Willow Springs in July, it's too damn hot'. Next July he'll be out there again – just watch.

(Results on page 26)



George (90) Kerker duels with fellow Grand Prix rider. Kerker and his Norton won the Open Production class and was second in this race.

An Evening With Bud Ekins

By Ron Schneider

None of motorcycling's heroes are very well known by the non-motorcycling public. We don't have a DiMaggio, a Snead, a Louis, or even a Junior Johnston. But the one man who really comes closest is undoubtedly Bud Ekins. His fame does not come from the fact that he was one of the first Americans to compete in motocross (and on equal terms with the Europeans) nor from the fact that he was the organizer of America's first Six Days Trial Team and the most successful trialer this country has produced (4 gold medals, 1 silver medal, in seven tries). No, his fame comes from the fact that he associates with Michael Parks and Steve Mc Queen, doing the difficult stunt work in shows like "The Great Escape," "Bullitt," and "Then Came Bronson."

Recently Bud was asked to again represent the U.S. in the Six Days Trials, this time as Captain of the first official Trophy team. (In the past we have had "Vase" teams because of a ruling, now changed, that a Trophy team had to be mounted on motorcycles manufactured in its own country. Although the competition is the same for both the "Vase" teams and the Trophy teams, the Trophy team competition is the more important.) The selection of Bud to Captain the Trophy team was not made easily. Bud is 40 years old and no longer active in any kind of motorcycle competition.

There was also the question of whether he would be willing and able to devote sufficient time to the project. Besides his movie work, Bud runs his own Triumph dealership in Sherman Oaks, drives a race car in off-road competition, and collects antique motorcycles. Quite a full life.

Since I was not at the meeting, I don't know exactly what transpired, but I do know that three hours of heated argument was resolved by the selection of Bud to be the team captain. It was also decided that the Trophy team would be mounted on Husqvarnas. I arranged for an interview with Bud to talk about the Trials.

Bud Ekins has a large, very nicely decorated home in the Hollywood Hills. I was met at the door by Bud's wife, Betty, his two little girls, one of their friends, and, I believe, a dog. Somewhat overwhelmed, I introduced myself and was soon led to Bud, who was ensconced on the patio. Naturally, I too was wondering if Bud Ekins would be capable of leading our Trophy team in a creditable fashion. First impressions were not particularly encouraging. Apart from the fact that Bud is a fairly heavy smoker, drinks a bit, and was a little paunchy, there was this feeling—here is a guy who has got it made. He has money, a beautiful home, nice family, good business, a degree of fame, some important friends, and four gold medals. He doesn't even have anything to prove; he's already done it. I began to wonder why he had even accepted the spot.

I began asking Bud what he was going to do in the way of training for the trials. "Nothing," he said. I didn't really believe that, and I kept coming back to the question in various forms throughout the evening. Finally Bud told me that he planned to do two hours of hard, continuous riding around a scrambles course every night after work for a month before the trials. I asked if he thought this was sufficient to get in shape for the trials, but before he could answer, his wife broke in with, "What do you mean get in shape? Do you know that every one of those directors on the Bronson show has some mudhole or swamp picked out, and every one of them wanted Bud to push that Sportster out of the hole?" Since pushing a Sportster off the center stand makes you a good bet for a heart transplant, I decided Bud was probably in pretty good shape after all. "The practice," he said, "is mostly to get really familiar with the bike."

Ekins at Hopetown.

It's no secret that Bud likes the big four strokes, particularly the Triumph twins. At one point in the evening he indicated that he thought the best possible off-road motorcycle (and the only one capable of beating the cars in the Baja race) was the Cheney frame with a Triumph engine. Knowing this, I asked him the slightly loaded question, "What do you think of the bike selected for you to ride, the Husky?" With no hesitation at all, Bud replied, "It's a good bike, it's absolutely reliable." A little surprised, I asked if he would be riding the 360 Sportsman. "No, I'm going to ride the 400 Cross," he said. "Don't you think that might have a little more power than is desirable?" I asked. Bud grinned and said, "No two-stroke has too much power."

I next broached the question of possible modifications. "I don't know," Bud said, "But before we go I'm going to ask Malcolm Smith. He's absolutely straight and he knows. Whatever he says is weak we'll fix. I think we might want an extra coil mounted on the bike or in our pockets, but I don't know of anything else."

We moved onto the question of the other team members. Several of them Bud had never heard of. Only one, Malcolm Smith, really commanded his respect. "We ought to have LeRoy Winters on the Trophy team," Bud remarked. I suggested that there might be a conflict because of Winters' commitment to the Penton motorcycle. "Yeah, I suppose so," Bud said, "but LeRoy's really good. He's missed a Gold several times on things that are really flukes." I mentioned that Jeff Penton, the only Penton on the Trophy team, was probably good; that he had just won his class in the Greenhorn. "Yeah, but he's just like his dad," Bud replied, "he can't see a motorcycle without trying to pass it."

"Maybe that will be an asset in the special tests," I suggested.

"If we could just finish with all Golds we'd have a very good chance to win without doing anything spectacular on the special tests," Bud said, "but that won't happen. We've probably got several hotshot Eastern scramblers that won't finish at all." I must have looked somewhat skeptical, because he offered this explanation. "Here's what happens. The racer gets all caught up in excitement, crowds watching and all that. He tries to pass someone who's really going fast enough and he crashes or hits a rock. Maybe he dents a rim. The next section, he gets a flat. Since he can't fix a flat quickly enough, he decides to ride on it to the next check. By then he's lost some spokes or broken the hub and he's out of it. Trouble snowballs very quickly."

"How long does it take you to change a tire?"

"About four minutes on my Triumph, a few seconds longer on the Husky." Bud said matter of factly, "I'll probably have to practice some to get my time down to that, but that's what it's got to be."

"Sounds like you expect some flats," I remarked.

"It's a question of being prepared for those things that you can do something about." Bud replied. "I know I'll have to change both tires and maybe fix a flat during the six days. I know I'll have to replace the chain and maybe fix it. Tires, no problem. Carry a tube, fix it. Chain, no problem. Carry an extra chain, smear it with graphite at each check. Fix it when it breaks. Gearbox trouble, you're out. Clutch trouble, you're out. Ignition, maybe, 'just maybe,' you can fix it. Carburetor, maybe. Control cables, no problem. Fix it."

"You're talking about fixing these things, but what about time?" I asked.

"You have to know just how much time you have at any given time. Sometimes you have to fix something on the spot. A tire you almost always fix. That's where judgment comes in. Sometimes you'll be in a tough section and you'll know there's an easy one coming next that'll give you time to make the repair."

"I didn't know there were any easy sections," I quipped.

Bud ignored the remark and started off on something that he obviously considered very important. "Most people don't realize that the Six Days Trial is laid out by clubs over in Europe, just as the races and enduros are here. And just like over here most of the work is done by the older guys that have stuck with the sport for years and no longer compete themselves. Lots of times, what these older guys think is a really tough section is really nothing for a competent rider. Our guys go over there and think, "Oh , my gosh, Six Days Trials. Laid out by supermen. I'll never be able to finish on time." It's just not true. The schedules are very realistic and the course is not impossible or anything close to it. The schedule for the entire six days is only about 28 mph. If you just stop and remember that the course was laid out and ridden by men perhaps older and in worse shape than yourself then it becomes a lot easier. The other thing to remember is that every other competitor is riding the same sections you are and if the section really is too tough it'll be thrown out."

Bud's wife handed me another drink and I took a good swallow before asking the next question, "What about cheating?"

I suppose I expected Bud to be embarrassed or angry or something, but in fact the only emotion that I observed was a little irritation at my naivete. "Everybody cheats," he said quietly, "but it's only cheating when you get caught and it's proven. Every government and every manufacturer has a huge stake in the trials and each one is going to win if at all possible. Every one of the Trophy team riders will have a manager following him around with an overcoat stuffed with tools and parts. They'll have identical bikes following the riders on the course so that if a part breaks, they can strip it off the other bike and fix the competition bike. If the rider gets caught they'll bring it up in the evening meeting. Then the rider's manager will defend him and try to disprove the charges. We'll have two things going for us in those meetings. First, Edison Dye is very good at that political maneuvering. Second, we'll usually be sure of three votes -- England (a kind of mutual tradition), Sweden (because we're riding Huskys), and our own.

"Nobody paid much attention to us before because we didn't have a Trophy team, but we'll be watched much more

(Continued on page 10)

The 1967 I.S.D.T. American Vase Team. Dave & Bud Ekins are seated, while Steve McQueen, John Steen and Cliff Coleman stand.

Jackson Takes CMC Series Win

By John Shedd

SADDLEBACK PARK, CALIF., July 19, 1970 --Once again, Jeff Jackson of Hollywood, piloted his Huskey to the 250cc junior win; but this time it sewed up the win in the CMC's Golden State Series as well.

This week's win didn't come as easy for Jeff as some of the others. He crashed in the first leg while taking the lead and only managed a third. In the second moto he was taped up due to a shoulder injury in the first leg, but it didn't seem to slow him down and he still maintained his smooth style.

The second leg was Jeff's all the way, but CZ rider Bob Merrick had other plans for him in the last go. Jeff was snapping at Bob's heels on the next to the last lap, but a tremendous crash involving six bikes occured just past the flagman on a fast downhill section and CMC official Stu Peters very wisely cut the race one lap short. Merrick didn't care as it got Jackson off his back and he won the moto, and Jeff sure didn't care since he still won the class and a trip to Europe as well.

The 250cc expert-intermediate class was really up for grabs. Montesa mounted Mike Runyard took the first moto without too much trouble, but he found plenty in the last two.

A crash in the first turn on the second leg took out the leader, Jim Cooke, and scrambled things as well. John Rubcic pulled into the lead and held it until the next to the last lap and then, expert Bryar Holcomb slipped by the intermediate rider and went on to win the leg. Runyard had a bad start but did manage to work his way up to second by the time the checker fell.

The last moto belonged to Bill Urban and his new Maico from the time the flag fell. Runyard was breathing down his neck all the way and the pair had a whale of a lead over the rest of the pack. A first and two seconds was enough to give Mike the win and Urban took second and Holcomb third. John Rubcic was fourth overall and first intermediate, but second intermediate Dave Smith earned enough points to take second place in the series and won himself a complete Hallman riding outfit.

The 500cc expert-intermediate class was a battle in all three motos between Mike Runyard (Montesa), and Pat De Benedetti (Maico). Pat could not be contained and in all three legs it was a come from behind win for him. The two set a pace that none of the others could match, and neither gave the other a chance to catch his breath. Steve Hammer followed Runyard in for third overall and first intermediate.

This event was the one the CMC decided to use to put an end to pit racing. As a result seven riders were suspended for 90 days. A couple were experts and they also had to forfeit their prize money for the day.

The next CMC event will be south of the border, next week at Ensenada, Mexico. It will be a two day affair beginning Saturday and ending Sunday.

(Results on page 26)

Runyard in action.

Bill Urban leads the Expert field.

WILSON STOPS HART IN ASCOT MX ACTION

By Eric Raits

GARDENA, CALIF., July 16, 1970--Torrence's Jim Wilson continued to frustrate Tim Hart at Ascot Park's Thursday night motocross. Wilson, was nearly flawless, beating Hart five out of six times for overall wins in 250 and 500 Expert and Intermediate classes.

Hart overcame early leads by young desert ace, Jeff Wright and took three wins in the 125 Expert class on an American Eagle. Wright was harried throughout by Bob Messer, perhaps being pushed into mistakes that kept him out of the top three. Messer was second, followed by John Maynard and Wright.

Seven 125 junior races provided six winner; M. Garrett the only rider winning twice but coming in second overall behind the steady riding of Kevin Porter. Dewayne Jones made a shambles of his class, the 100 juniors, with three runaway wins.

Bob Davis took a pair of easy wins in his 500 junior preliminaries and then a second behind Mike Dailey in the final to again take the class win. In the final, Bob stalled his engine on the TT jump coming to the flag and had to push to nip Mik Koplin. Dailey and Mike Casper tied for second in this class while Art Amarillas was fourth. All four won at least one moto.

Four 250 jr. divisions funneled the top finishers from each into one crowded confrontation to end the night. Robin Bellach had a pair of wins in his division, John Hawthorne brought a first and a second, Dick Macormic had a first and a third, and Dave Pessey also claimed a pair of firsts. Bill Conroy, 15 year-old South Gater, racing for the second time, deserves mention for closely chasing the fast Pessey and pushing him hard for a pair of seconds. Conroy and his AJS may be a pair to watch in the future. Pessey had been in the identical situation last Thursday night only to fall in front of the whole pack when it looked as if he would pick up a hat trick. He jumped off to another great start but this week, in perhaps the first display of caution he's shown Ascot fans, Dave backed off the throttle to make sure he'd stay up. Macormic was right behind Pessey and Bellach held a close third. Bellach managed to pass Macormic once but bobbled and let the Ossa rider by.

The race threatened to stay in that order, Pessey, Macormic, Bellach until the last lap as the trio approached the lake crossing. All three riders were evenly matched and only a break threatened to change their positions. Pessey had been alternating caution with bursts on the throttle when he felt Macormic breathing down his neck so the two were rubber banding the gap between first and second when Pessey did a tank slapper and a wobble. Macormic was right on Pessey's rear wheel at the time and had to slow also, with no chance to pass. Had he been a few yards behind, he may have been able to get around. He killed his engine trying to avoid Pessey and let Bellach slip by for second while the lucky Pessey went on scott free to first.

(Results on page 26)

Tim Hart had a miserable time against Jim Wilson, Thursday, but not during this particular race as Hart holds slight edge over Wilson. Rich Thorwaldson is a distant third. Wilson won five of six races at Ascot.

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An Evening With Bud Ekins (Continued from page 7)

closely this time."

I had about run out of questions about the trials and, with the arrival of more drinks the conversation became less stilted and bounced easily from topic to topic. Bud's daughter Suzie came out and sat with us for a while, very quietly. Bud told some tales of the Bronson show. I thought that Bud's favorite Bronson show would be the one in which he had done so much that was centered about a desert race. Surprise. His favorite was the one in which Keenan Wynn played an old man with an ancient motorcycle. From there he went on to tell me of his own collection of old motorcycles. He showed me a beautiful chest in which he was keeping rider's manuals and shop manuals for machines long out of production. Some had cost him $30 and $40.

Somehow we started talking about the European motocross riders, some of whom stayed with the Ekins. Bud's wife, Betty, remarked that they were very similar in behavior and attitudes to Bud when he was learning the motocross in France 18 or 20 years ago. I asked if they were able to discuss anything with them, like what their life was like in Czechoslovakia. They said no, that there was no common language at all, just a lot of smiles and gestures. The riders had no money at all, so the Ekins took them to Disneyland and Marineland. Having the young riders there was obviously one of the high points of the previous year.

This year Mrs. Ekins was very much looking forward to the trials because it meant that she would get to see an old friend, Mrs. Eric Cheney. As they reminisced, I began to put together a picture. Bud Ekins, businessman, stuntman, promoter of himself, successful, somewhat cynical, tough, the guy who had it made. No reason for him to ride the Six Days Trials, expecially at his own expense. But co-existing with that guy was another one, the one who married Betty, grew up in the sport, loved it, loved machines, loved people and tried to put the U.S. on the motorcycling map. That picture helped to clear up some things, like how Bud could see crummy stuff that was done on the Bronson show and still have the perspective to recognize something really good; how he could see all the politicking and chicanery that surrounds the Six Days Trials, look at it honestly, and still see enough good in it that he would continue to ride in it with a broken leg (which he did one year).

I asked Bud how much of a factor luck was in the Six Days Trials. Bud didn't really believe in luck. "You usually make your luck," he said. "I lost my Gold one year when I took my gear box apart to free the selector. If I'd known my machine as well as I should have, I'd have known that I could just tap the gearbox with a rock to free it. The last time, Steve McQueen didn't finish because he crashed. But the real reason he was out was because he broke a chain. It jammed and it took him ten minutes to repair it." (I winced, thinking of the chain I broke in a sandwash. It took me a full half hour to fix it.)

"There's only two elements in the Six Days Trials," says Bud, "the bike and the rider. We've got bikes as good as any in the trials. Now the riders have got to learn the skills and discipline necessary to win and then go over there and apply it. And one other thing," he said, the only time I felt myself really meeting those kind of pale blue eyes, "you never, never quit." That's not the businessman talking, that's the guy that loves motorcycles and wins gold medals.

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Easy Writer

By Charles Clayton

"When telling a story, start with a word that begins with W," wrote my favorite humorist Robert Benchley. Well, what worth writing was witnessed recently? How about the way motorcycle parks are springing up in America?

Since Saddleback started publicizing the pay-as-you-ride concept of land usage perhaps two dozen similar schemes have started in Georgia, Michigan, Ohio, North & South California and New York. It seems like a good deal for everyone.

The landlord gets his taxes paid and if he's lucky, breaks even, while the bike buff gets maintained facilities to ride at, make noise and get it on. Fine as the theory is, it has encountered some rough going most places. What starts as a place catering to fun-riders soon finds that most motorcycle families know lots of better places to ride for nothing so the parks soon come to rely on sporting promotions to fill their parking lots. Racetracks, they are, where the spectators are allowed to ride their motorcycles too. Recreation combined with entertainment equals show business on wheels. Everybody gets into the act.

Now Bob Bailey has refined the idea further with his Cycleland, where semi-to-serious motocross practice is the game, with sideline attractions and convenience added to the offering.

I rode my shiny old Beezer to Cycleland before it opened to have a look around. Nobody was there, it was deserted. Next to the rundown miniature golf course, a bombed-out looking streetcar. The neat motocross track was lined with new snow fence that rippled over the grassy greens of a bankrupt golf course. It may not have seemed like much to the golfers, but it looks like motorcycle heaven to me. I know I'd much rather putt around on a scooter than with a little ball. It's like your back yard would be if you were a fast rough riding buff and you had a million dollars (if you are reading this 10 years from now, make that two million dollars).

Riding around the corner of Victoria and Figueroa to get a better view of the course I was startled to come upon "Pet Haven Cemetery & Crematorium," one of L.A.'s casual mindblowers right there on the corner of Bailey's lot! Bemused by the inscriptions upon the final resting place of the earthly remains of pets, mascots, surrogate people lavishly sepulchered and flower bedecked, with today American flags, reminding me that it's 4th of July in South L.A. Wow.

I rode away home, past the lavish looking clubhouse, the paved parking lot, the giant sign in the sky that Ascot claims it can't afford that will soon say "Cycleland." Bailey has it all together, we fervently hope.

NEXT WEEK: "Cyclecology", A New Concept In Motorcycle Parks.

scramblin' around

By Maureen Lee

Well, this is one of those doubled up columns so we have quite a bit to comment on. For a couple of weeks we got out on the motocross circuit and did a bit of viewing. We'll say one thing, if you haven't popped over to view the CMC's Thursday night one at Ascot you've missed a good show. I have never, but never, seen so many riders go in the pond and have a feeling that at night events their eyes don't adjust quickly enough to save them from that fatal plunge, and they can't see well enough at speed to react in time. Don't think I feet it's funny when a bike goes in deep water, I'd sit and cry my eyes out if mine did but it's funny serious and really brings in the spectators.

Then naturally we went to Saddleback for the 4th of July (and remember if it wasn't for the British you wouldn't have that National holiday even if we did get the socks beaten off us at the time!) and watched part of that. However, the heat was so intense and since we didn't have the assignment we split, and early! The heat didn't bother a lot of the Americans to a drastic degree but Alan Clough and Arthur Browning looked a bit done in, especially Arthur. If you ever get the chance to meet Arthur, do, he is a character and a half, not the least like Dave Bickers and Bryan Wade, or good old Jeff Smith.

Our feelings about that event was that most of us know it is a promotional thing, most of the European riders still have many commitments for the rest of the season on the Continent and, oh brother, it hur ts to see them flying around and to know they are just "playing." It's sad but true that America is getting there but it's going to be a longer struggle than many people thought it would be. Dragging out our famous little soap box I have a hunch that the best riders America will produce will come from the wetter sections of the country, not from our hard slick tracks although on their own tracks the Southern Californians excel on the hard slick stuff. This was proved in the East-West series and although we've gotten into several (and at times heated) arguments about always including a mud section. Some of the riders snivel "Oh, it ruins your bike, etc." but that's what a motocross machine is built for, rough, tough work and properly cared for, a bit of mud isn't going to hurt it, and America could produce a world champion in a few years if the courses were tougher. Bet Russ Darnell agrees on that.

Why wasn't Bob Grossi on the West team?

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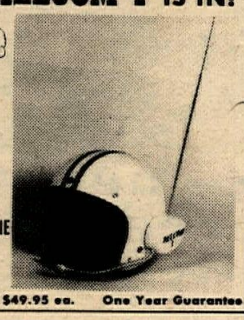

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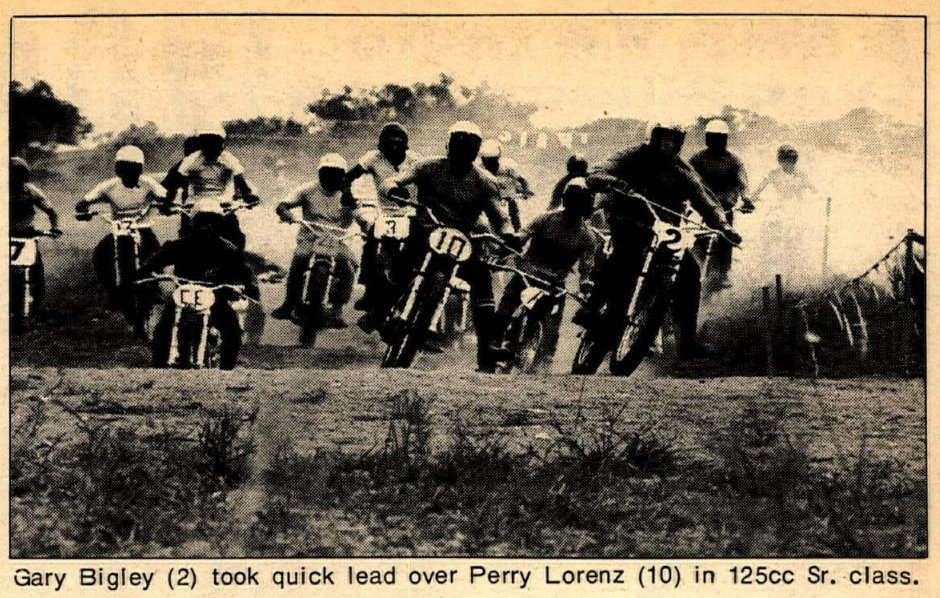
Jack O'Leary really opens throttle of his Yamaha enroute to first place for the 250 Sr. class at Austin.



Gary Bigley (2) took quick lead over Perry Lorenz (10) in 125cc Sr. class.

O'Leary, Bigley Top Austin MX

By John Blanton

AUSTIN, TEXAS, July 12, 1970 -- The unquenchable duo of O'Leary and Bigley turned up at Austin Motocross Park again and took the 250cc and 125cc senior classes respectively by winning three up in their classes.

Local talent also took the 500cc senior event in the form of Bob Howard on a Husqvarna, but he was hard coming by it, because he had to contend with Robi Holbert, CZ, who was in top form--bringing the crowd to high pitch with that aerial display which is only his.

The senior division classes were for Texas championship points, but there were non-points junior classes for 125 and 250cc displacement. With two firsts and a second, Edward Swann, Hodaka, was the 125cc junior winner, followed by Carl Chapman, Yamaha, and William Vrandenburg, Yamaha. Ricky Lloyd was the 250cc junior winner with a second, a sixth and a first on a 175cc Bultaco. William Mallory, Yamaha, was second, and James Frazier, CZ, was third.

There were only five entries in the 125cc senior class, so the seniors were run concurrently with the juniors. In each of the three heats, there was never any contest for Gary Bigley, Yamaha, and Albert Hadeler, Sachs, similarly took second overall with three identical finishes.

In the 250cc senior, Jack O'Leary, Yamaha, Scott Robinson, Husqvarna, and Jake De Boe, CZ, came in one, two, three respectively.

Robi Holbert, seemed a cinch for the 500cc win, if only he could maintain the pace that he set early in the first heat. He pulled a good lead over Bob Howard, vaulting the CZ from gully to hillcock and pulling extravagant wheelies down the straights, but he once threw away his lead in this manner and only got it back with great effort. Then in the second heat he really over-cooked it and finished sixth, putting him solidly out of the contention for first overall against Howard's two seconds and a first.

His first in the third heat got Holbert second overall, barely a point under Carlos Ramior's Yamaha. Fourth overall with yet one more point was as unlikely a motocrosser as ever seen, Richard Bigley, CZ.

(Results on page 26)

Riders Prepare For Pt. Run

By Elaine Jones

PERRIS, CALIF. July 18, 1970 – One hundred and thirty-four riders turned out at Perris to sharpen up for Sunday's Point Run at Elsinore.

The 100-125cc Amateur-Expert Class saw a real go-round between Rob Morrison and Bob Sanders. Sanders took the first one going away but the next two had Morrison's name on them while Sanders was second and Paul Lambert Jr. was third.

Steve Scritchfield took the first round of 250cc Novices. He is a newcomer and logged his win over Perris veterans Steve Brewer and Larry Stapleton.

Stu Cox, who is running up a pretty impressive win streak, took the Second Division of 250cc Novices. Bill Elwess was second and Don Emmons third.

Mike Myers is another rider who is coming into his own. He took his win over Jim Barnes and Jim Lail in the Third Division of 250cc Novices.

Bob Kline, a second season Novice who rides with the Amateur-Experts, socked it to them in the 250cc Amateur-Expert Class as he won all three motos going away. Tom White took the hard fought second over Tim Hart.

Jim Fishback took the Novice Moto A over Bill Geoff and Bruce Prior.

Larry Powell pushed his Triumph to the gold in the Novice Moto B. Larry Stapleton was second with David Atkinson third.

Jim McClurg was the big winner in the Amateur-Expert Moto topping Paul Lambert and Ron Ringon.

The big winners in the Mini-Bike Classes were: Greg Byers, Class A; Byers, Class B; and Roy Leafgren Class C.

(Results on page 26)

Kanaki Finally Wins

PERRIS, CALIF., July 15, 1970 - The saying everyone can be beat became a reality Wednesday night for Kay Kanaki. Kay has been chasing Paul Lambert Jr. for several weeks but he finally got the chance to turn the tables and he did it in fine style in the 125cc Amateur-Expert class. He got more of a kick out of beating Lambert than de did in winning the class. Greg White got up for second and will start putting the pressure on Kanaki for a while. Ron Lambert was third.

Skip Gallagher also broke a win streak. Mark Baily who has been doing some fine things on his new Honda Moto-Sport had problems in every heat and had to settle for third behind Randy Smith in the 50-100 Class.

Dick Jenkins, a new face to Perris, took the First Division of 100cc Novices over Rick Sandburg and Steve McCabe while Rick Milner was the big winner in the Second Division of 100cc Novices over Mike Rohn and Jess James, Jr.

The Carmello Family was out in full force with Joel starting things off in the 125cc Novice Class. George Gillespie made it a hard fought win with some wheel goes which netted him a win in the final heat. B. J. Hayden was third.

John Carmello carried the honors on a step further as he won the First Division 250cc Novice Class. Hal Cheetwood was second and Jon Mudd third.

Paul Lambert Jr. gave Chuck Wheat Jr. a run for his money in the 250cc Amateur-Expert class. Lambert collected the gold in this one with Wheat second and John Carmello third.

Gary Cowden was number one in the Novice Moto followed by Steve Stevens and Bruce Yoakam. Bruce has been away for a while and was looking pretty good.

Tony Denius ran his win streak to four by taking the Expert Moto with three straight. The final heat saw him cross the finish line, pull a "wheelie" and then lose it causing everyone to jump to their feet as he pulled it over on himself. Chuck Wheat Jr., who was second, gave Tony a "wheelie" lesson on his way back to the pits. Vince Graves was third.

Three groups of Mini-Bikes did their thing with Dave Hensen taking Class A; Daniel Kelly B; and David Jones C.

Don't forget racing every Wednesday night. Gates open at six with racing starting at eight.

(Results on page 26)

It's Rich Thorwaldson who came in from the desert to take the 500 EXPERT at the Thursday night Ascot Motocross. Rich was riding a Rickman Westlake Single. That's what it takes to beat Jim Wilson.

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A Mild Mannerd Lynn Wilson Each Sunday Becomes WONDER WOMAN

Lynn Wilson is a 33 year old mother of four who lives in a very comfortable San Fernando Valley home. Nothing particularly unusual about that. She is also a very beautiful woman who looks about 10 years younger than she actually is. Nothing unusual about that, either.

Lynn Wilson, however, happens to hold down 10th place in District 37 Desert point standings and had the somewhat dubious pleasure of becoming one of the few women to complete the super long Greenhorn Enduro. And that, my friends, is somewhat unusual.

When the 'horn results finally arrived at Cycle News, our number one receptionist, Jan McCullough– who very rarely misses a thing – noticed right off the bat that a girl – Lynn– was one of this year's finishers. In her own inimitable way she said something like, "Wow. How neat. I bet she'd be fun to interview." And the rest of the staff agreed that, yes, it certainly would be neat.

And that's how Jan went out to talk to Lynn. It went something like this:

HOW DID YOU GET STARTED WITH MOTORCYCLES?

Before we were married, my husband Bob had a bike and we would ride together.

WHAT KIND OF BIKE DO YOU RIDE?

Right now, a 100cc Sachs. I used to ride a Hodaka, but I changed a couple of years ago. My Sachs is sure a good little bike. It handles so neat, but it's not super fast. Every time I ride a big bike, I can't wait to get back on my little one.

THIS WOULD BE IMPORTANT FOR YOU BECAUSE YOU ARE A GIRL?

Well in the rough stuff, you can only go so fast. So some of these high RPM's things are worthless. You have to have a lot of torque because you have things like super steep, sandy washes.

ARE YOU MUCH OF A MECHANIC?

Well, I always help with the unimportant things, like cleaning the air cleaners, washing my bike, that sort of thing. Bob does the major work.

DO YOU JUST RIDE DESERT?

Yes; District 37 desert events.

HOW LONG HAVE YOU BEEN IN THE VICTORS M.C.?

Well, we started it back in 1965 when we were charter members.

TELL US ABOUT TRAIL BIKES.

Everything has to be perfect, and you have to really work all the time. That's what so fascinating and challenging about

trail bikes; you really have to be with it all the time. Dave Ekins told me that you have to be a better rider to ride a small bike than a big bike, because you have to do as much as the big bike people do with what you've got.

WHAT WAS THE FIRST RACE YOU WERE EVER IN?

I'll never forget that. It was the Grizzly Bear run back in 1964. I rode 90 miles and then the whole thing was called off because it wasn't limed properly. I was on one of those little 73cc Yamahas, a stock little thing with a front fork that went clunk, clunk, clunk, clunk and a back that went pooing, poing, poing, poing.

THAT WAS PROBABLY A DISAPPOINTMENT TO RIDE ALL THAT WAY FOR NOTHING.

Well, I didn't know any better. Matter of fact I didn't know how to ride. If I had all that enthusiasm now that I had then, I'd really have it.

WHAT DO YOUR PARENTS THINK OF YOU RIDING?

My mom always sayd that I'm going to get killed. But my husband's folks bought bikes. They ride really good and come out and join us. Everybody can enjoy motorcycles. I don't care how little, or how old they are.

SINCE YOUR WHOLE FAMILY RIDES, HOW MANY BIKES DO YOU TAKE OUT ON WEEKENDS?

Well, only 3 bikes can fit in our camper, so my husband, and my oldest son and I get to take our bikes. It's really bad because we need 6 bikes.

DO YOU RACE EVERY WEEKEND?

Yes, there is a race just about every weekend. All day Saturday, the whole family rides together, then on Sunday we race. Besides myself, my oldest son Bobby races Hare & Hound on one of my old bikes.

WHAT IS ONE OF YOUR FAVORITE RACES?

I really like the Barstow to Vegas Race. The year before, I almost finished it, and was the furtherest girl, and then at the last check, with only 20 more miles to go, they said it was closed. Then this year I was really doing good, then the last 20 miles my bike overheated and I had to wait till it cooled down.

WHAT WAS THE FIRST RACE THAT YOU FINISHED THAT YOU SAID TO

(Continued on page 33)

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PIPES BY BOB BAILEY
GARDENA, CALIFORNIA

TEAMWORK PAYS OFF IN ASCOT CHALLENGE

West (22) and Wilson (3) duelled in tandem like this throughout the last team moto, until West crashed.

High-flying Jim West raced with an injured foot, had to shift gears with his heel.

Photos by Chuck Clayton and Red Thomas

GARDENA, CALIF. July 19– Teamwork, a new thing in professional motocross, hit the boards at Ascot last Sunday and the audience (what there was) loved it. The fast-paced show, conceived by wealthy sportsman Pete McCarroll, featured the orange jersied 6-man team of Jim West racing against the Blue shirts of Jim Wilson. Among the partisan crowd in the grandstand it was safest to admit to rooting for Jim W's team. Every time an orange shirt passed a blue (or vice versa) half the grandstand stood pounding on imaginary railings and cheering happily...

After the first two motos the Blues had a 20 point lead. "We'll have to all do good to win," West told a reporter before the final race. At stake was $1,000 and the beautiful gold challenge cup put up by the California Motocross Association.

The course was described by riders as good but narrow. "You finish where you start," West had said, meaning that passing was both difficult and dangerous.

Clutch hands flying from an overhead wire (to prevent cheating) the racers waged into the first turn– two blue shirts leading, following by two orange shirts then blue/orange alternately down the pack.

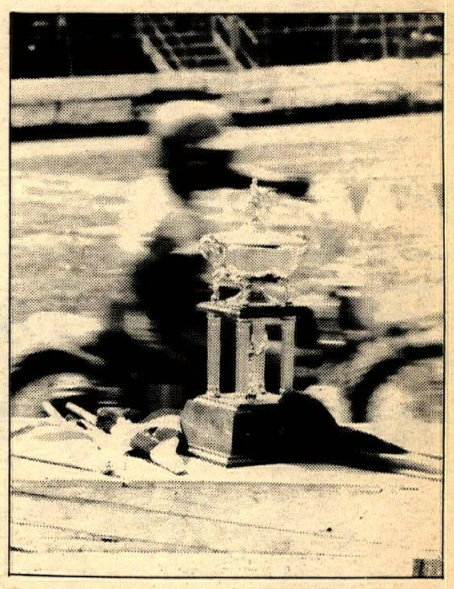
Twisting in one snarling clump up onto the 1/4-mile crashwall trying for the lead, Preston Petty (Orange) crashed down hard without damage to his Metisse, taking a piece of the crashwall with him. Wilson and West emerged in tandem... pandemonium! And this is the way it stayed. Nagging to pass or actually passing, West trailed Wilson by little more than a spoke for five laps until, after trying to get around, under and even over (talk about scary – those midair passes were!) the orange captain tried to clear the lake and almost made it.

Whew! Smiling across the finish line, Wilson collected the lion's share for his teammates and $226 for his winnings.

The last race of the day was to determine who'd captain the Orange team next time they meet, one month from now. It was just pure fun. Passing and repassing hippodrome style, John Rice came up the leader. He's got a knack of inspiring others to put out their best performance. Wilson: better give your boys a peptalk. John R's team intends to even the score next time!

Next month there'll be course changes to bring the action closer to the audience and provide more passing room, Mc Carroll promises.

(Results on page 26)



The beautiful gold Challenge Cup will repose with team captain Wilson for the time being. But next month... who knows?

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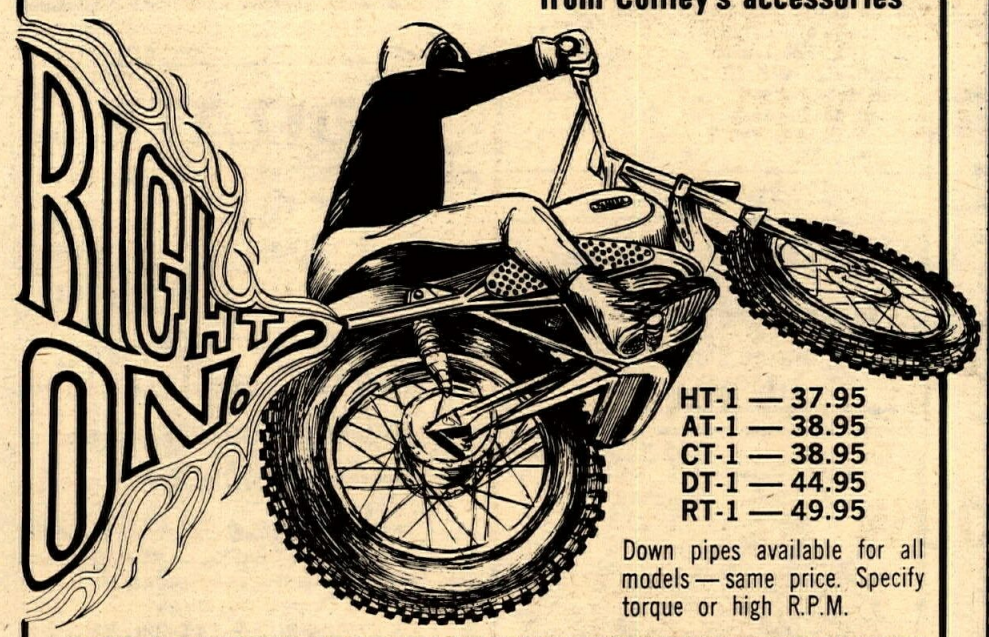

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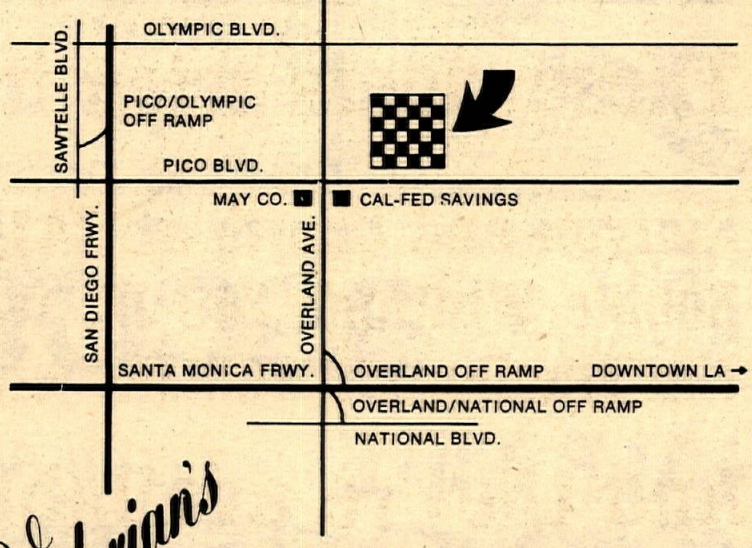

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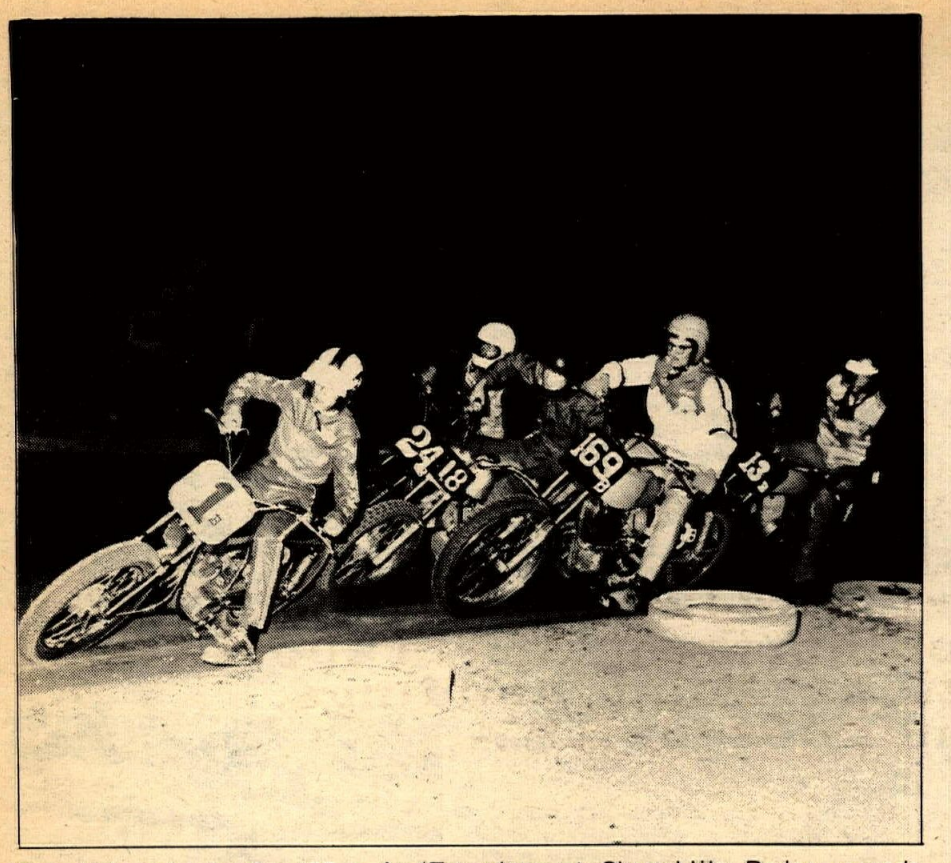

Ron Tobey leads the 125cc Am/Ex. class at Chowchilla Rodeo grounds Saturday night. Tobey went on to win the event.

RODEO GROUNDS SITE OF MOTORCYCLE RACE

By Jack Light

CHOWCHILLA, CALIF., July 18, 1970 - The Chowchillas Rodeo Grounds, once again came to life this night with the thrills and excitement of leather-clad riders and their mounts. The leathers were not chaps from the old West, the mounts were not the wild horses and steers normally found in this setting. The riders were riding horses, and through the genius of men, the horse-power was contained in steel, iron, and aluminum bodies, shod with various types of rubber "shoes" known as knobbies to those who follow this sport of cycling.

Ghosts of the past were no doubt aroused from the roar of the crowd, and the spirit of compeition, present here tonight. The Madera Braves M?C? and their lovely "Sqaws" are to be congratulated for their excellent staging of tonight's events, every thing was well planned, and run off on schedule, the track crew, starters, flagmen, and checkers earned a "well done".

A total of 134 riders from District 35 and 36 were here to compzte for glory and trophies, and from the very first heat, it was plain that it was going to be a night of great racing. After the heats and semi mains were run, to the enjoyment of the many spectators, and riders alike, the 100cc Novices were called out to begin the dozen main events.

This large group had the lead chaging many times, and crashes were plentiful, cutting down the front runners of Greg Hansen, Kaw, John Graver, Kaw, followed by Ron Lessley and his Suzuki, followed for fourth position Dave Nelson (Hod). After the thinning out process, these four put on a real close battle.

The 125 Novices were next up and it was a Yamaha parade, and this large class found Rich Armitage, Mike Keith and Doyce Stogner victorious. The combined 125 Amateur and Expert found Ron Tobey winning the main with room to spare on his "Shafter Yamaha." The quick Bultaco carried Bruce Baseman to second spot, after taking the heat in a great duel with Tobey. Neil McDonald (Yam), made third. The 200 Novice winners were both riding Bultacos with Ronald Fuentes and Jim Roach putting on one of the better races of the night.

The 250 Novices put on the hair raiser of the night, this large field had a real Stampede going, and in the Rodeo Arena the action was well placed. Richard Garcia (Bul) and Stan Sanderson riding the "Maxwell Bultaco" for the first time, lost out by just about the width of a horses tail hair. Another Bultaco rider Richard Mabee was in there all the way for third.

The 250 Amateurs continued with the action with Alan Haydon and Tommy Francisco on his new Montesa, in a real see-saw dice.

The 250 Experts, not to be out done by the Novices and Amateurs, clearly indicated why they are in this class. Dennis Huff (Yam) and Rick Pereira did their bit to keep the excitement at fever pitch, with their fantastic skill and daring.

The "Dunnagan-BSA" dual combination in the 500 Novice go-around, proved ubeatable, with Jimmie and Larry Dunnagan, both BSA mounted finished one-two. Dennis Huff came back to take the 500 Amateur Expert with his Yamaha, followed by Loren Lowdersmith.

The Biggies were next up, with Ernie Smithey, Triumph seated, taking the 650 Novices without too much trouble. The 650 Amateurs was a tight contest, with Henry Conklin besting out Jim Lynch by a slim margin, with a BSA and Triumph battle all the way.

The 650 Experts were out in good order, with Carroll Jackson and Louie Wood tooling their Triumph machines into the first turn, hub to hub, and this closeness prevailed through the race. These two quick riders had rooster-tails kicked up all around the course, seemingly never backing off at anq time, and to do this type of racing, aboard these big bikes takes a lot of skill and daring... and these guys have abundance of both.

(Results on page 26)

Berquist Takes Overall At Weekly Desert Meet

By Dick Wright

HI VISTA, CALIF., July 19, 1970– Everyone got lost on the many Hi Vista trails, but desert pro Larry Bergquist (Bul) was able to find the right one and came in for the win. Gary Griffin took the 250cc class, also riding a Bultaco, and young Terry Clark made it three in a row in the 100cc class.

The race was set up as two 35-mile loops in the very popular and much used Hi Vista area. With all the trails it is hard not to get lost out there, unless the course is marked with wall to wall lime.

After the start, all the big bike riders charged to the climb with Don Ross in the lead on a Husky. Tom Poteet (Bul) took over the lead after five miles then everything began to happen.

Halfway around the course the leaders lost the lime and everyone made big circles to pick it up again. Poteet found it first and reached the pits in the lead with Rich Thorwaldson (Ric) close behind.

These two dueled it out in the second loop until they got lost again. This time Bergquist found the lead and came in for the win. Tom Smith (Hus) followed close behind for second and Gary Griffin was third (first 250cc).

Greg Winkel was the 250cc Amateur winner and had a good dice on his Yamaha with the second Amateur Jim Brown (Bul).

First 125cc went to Rod Morrison on a Bultaco while Husky rider Bill Walters took first 500 Amateur.

The first Novice in was Jerry McNeal on a 125cc Yamaha followed by Bruce Clag on a 250 Husky.

Terry Clark (H-D) took the lead from Jack Morgan early in the 100cc race and held it through the pits turning about the same time as the big bike leaders. He then turned it on for the second loop and took the win running 17th overall. Tom Brooks was second on a Hodaka followed by Jeff Wright on a Rickman.

Tom Sawyer took first Amateur on a Harley-Davidson followed by Fred Hawkins (Hod).

It was a very hot day and everyone got out of the desert as soon as they could.

(Results on page 26)

NEW MOTOCROSS HANDLEBARS OFFERED DEALERS BY WEBCO

Newly designed and competition-tested motocross handlebars for sports-minded or racing motorcyclists have been produced by Webco, Inc., the Venice, California based motorcycle specialty distributor and are now available to the consumer through Webco dealers throughout the United States and Canada.

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The three Webco part numbers assigned the bars are: #2098 for the 4" rise; #2099 for the 5" rise and #2100 for the 6" rise. Retail prices for all models at Webco dealers is $14.95 per pair.

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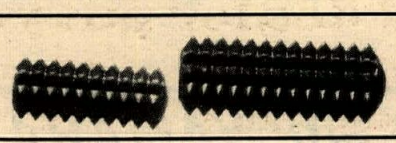

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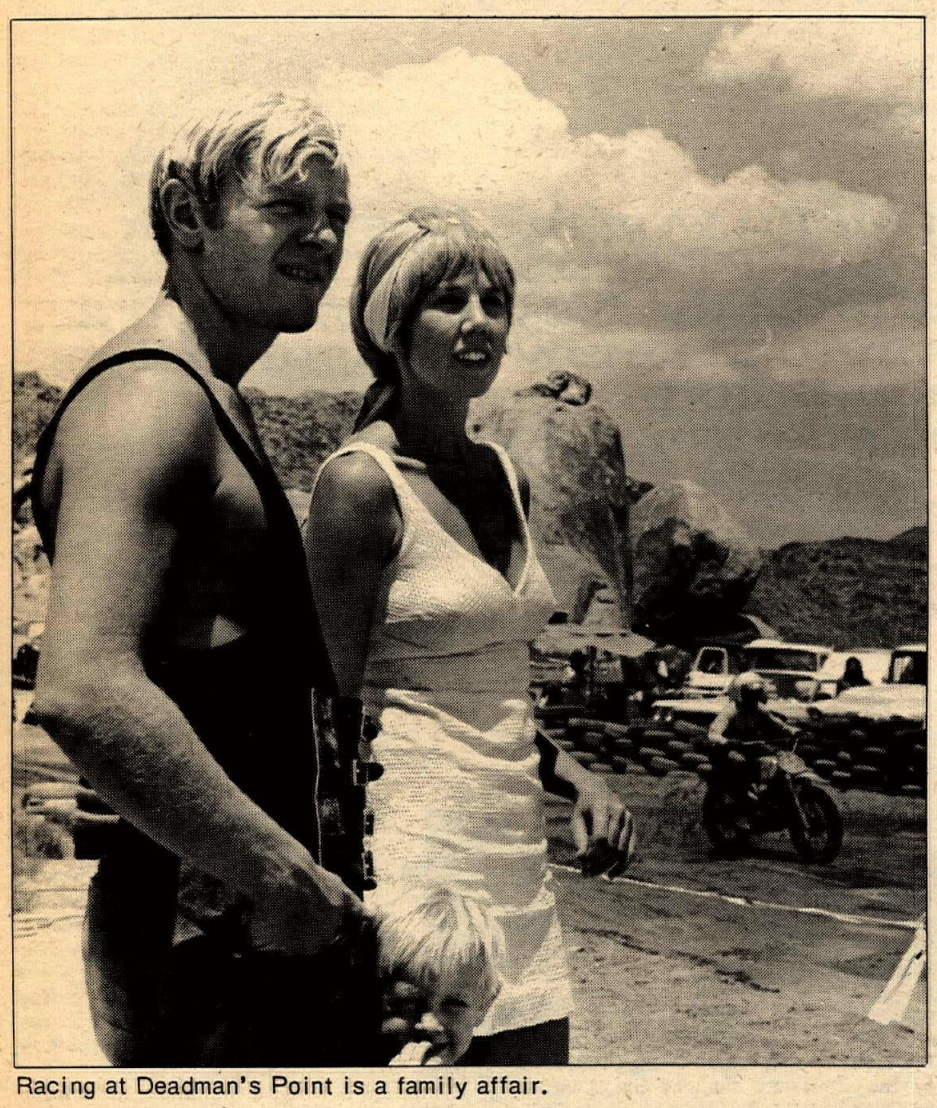
Staten Wins Top Money At Dead Man's Point

Story by Dave Brown
Photo by Rudy Grajeda

DEADMAN'S POINT, CALIF. July 19, 1970 – Hot motocross racing was the order of the day at this popular desert race track, as 185 riders showed up to endure the hot weather.

The sixth and final race of the Spring Series saw the $200 top prize going to Rex Staten on his Ossa, with Jim Hoover sneaking in on the last day to win the second place minibike donated by Don & Ray's Motorcycle Shop in Lancaster. Gary Whitehead had 2nd place through most of the series, but problems on the last race day dropped him to third overall.



Racing at Deadman's Point is a family affair.

In the 100 class, Div. I, usual winner Jim Hoover came up with 3 good motos for 1st place on his Hodaka powered Sachs. Frank Wilsford Sr. worked up from a couple of slow starts to get 2nd overall on his Hodaka.

The second division of the 100 class saw Craig Lee put 3 beautiful races together on his Yamaha powered Van Tech for 1st overall, while G. Bryan on his Hodaka won the third division.

The 125 class was completely dominated by Yamaha. Dave Coulter has forsaken his Bultaco for a new Yamaha and he rode to a decisive victory in division I. He was chased home by Bill Nowak who brought out his team, with brother Ted getting fourth and Larry Bird slipping in between for third. The second division of 125's had T. Larson coming up with the win, with D. Meyer, G. Waldrow and J. Tucker following him in that order, all were mounted on Yamahas. In the third division of 125's, J. DeWindt rode consistently to garner first overall, with D. Lawson hustling hustling in for second.

The first division of 250's displayed some of the closest racing of the day, with Jim Hoover, Rex Staten, and Garq Whitehead spending most of their time no more than ten feet apart, all going full bore around the track, over the jumps and through the mudhole. Jim and Gary each had their problems and Rex managed to win 1st overall with Jim Hoover getting home second on his new CZ.

Division 2 of the 250's was also won by an Ossa with C. Smith aboard. Second went to M. Buck on his Yamaha with T. Jay getting third aboard his CZ.

The third division went to CZ mounted D. Dickens with L. Moors, Jr. getting second on his Suzuki. M. Samuelson managed third on his Yamaha and fourth went to Maico mounted J. Smith.

The fourth division of 250's saw a lot of place swapping and all the leaders having problems at one time or other. Chuck Bybee had 3 good motos for first overall on his Maico, with Dave Brown getting second on his Yamaha.

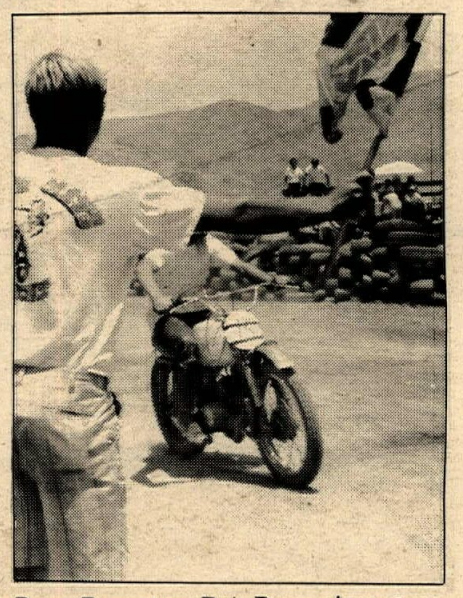
Layman Gattis on his Husky managed a win in the 500 Jr. class, when the apparent winner was found to be riding a 250. Second place went to Husky mounted R. Clawson with third to F. Eyre on his CZ and Bultaco mounted M. Cavorett picking up fourth.

The 250 Sr. Class was won by J. Pavich on his CZ with Larry Mulock managing second on his CZ. Third went to Ossa mounted Geroge Spellman.

The 500 Sr. win was picked up by Ray Mc Carty on his Husky.

Promoter, Bob Dresslar works hard to put on good races at Deadmans Point with only $3 entry and super nice trophies going to 25% of the entrants. The next race will be on August 2, so anyone wanting to try their hand at a competitive but safe track, come on out to Apple Valley. Further details are available in the Calendar section.

(Results on page 26)



Race Promoter, Bob Droessler waves the checkers.

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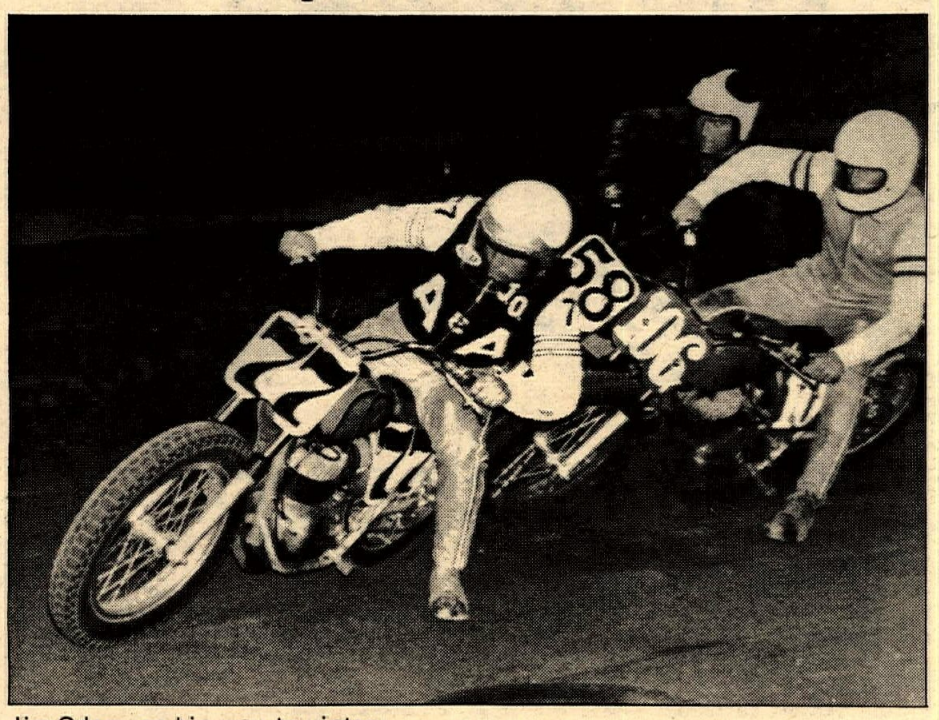

Jim Odom, on his way to victory.

By Bill Spencer

SANTA ROSA, CA., July 19, 1970 – Jim Odom renewed his attack on the checkered flag tonight with a win at the Chris Beck Arena. The annual Sonoma County Fair drew over 40 riders and a good crowd of spectators as a prelude to the 20-mile National that will be held on the on-mile track, July 26.

The 15-lap Main saw last year's winner, Ralph Waldman, on the pole with Mark Brelsford next to him. Odom and Dave Hansen rounded ou the front row with Hansen coming from the outside to take first place.

Dave couldn't hold it long though and Rapid Ralph was first after one lap with Odom close behind, Hansen, Al Kenyon, and Brelsford fifth. Hansen's problem was mostly caused by a bad spill in practice that left him with a wrenched knee. He still managed to hold out for a third.

Brelsford methodically picked his way through the pack to third only to wind up in the infield with a deceased motor. His rigid Spring wasn't the best suited for this short-short track and he had many problems with it.

With Mark out, Jimmie put the pressure on Garbini as had been done to him in the semi and Odom led the last half.

Kenyon, hungry for the elusive checkered put on a good chase for Hansen's spot with Jim Crenshaw doing the same on Al. Crenshaw, from Sacramento and Modesto's Stan Anderson were the only green platers to make the Main and both did a very creditable job.

In the 10-lap Consolation, Mike O'Brien got the best of Dennis Huff in the closing laps for the win. Phil Ray held a tight third spot for most motorcycle racers just get up and want to know if there is a restart.

(Results on page 26)

Fremont Fame To Foley, Green

By Bill Spencer

FREMONT, CA., July 19, 1970 – It's going to be a long, hot summer battle for number one, and the battle is between Jim Foley and John Green. Green came to Hayward Saturday night and stayed over for Fremont Sunday winning a race here.

His win at Fremont was in the extremely fast 250 Expert Main. But wait a minute race fans, let me start at the beginning.

The Palo Alto M.C. decided to run a reverse program. That is, 650cc first, which is cool as they usually ride last and are tired and bitchy. But to add to the excitement they ran all Experts first and then Amateurs.

So off we go with Dan Hughes running away with the lead in the early laps. Tiffen Mullenax was second and Jerry Chadim held up third for the distance.

Jim Foley had it relatively easy in the 500 Main as Green worked his way to third through the field. He couldn't get Duane Spence though.

This is all leading up to the 250 Expert Main. Foley and Green are now perched on their respective bikes, slightly tired and hoping for a slight break. Sorry, no luck. Even with the inching over the line, it was bound to be a fast break and thats what happened.

It's no fun being a starter and watching everybody cheat just a little. Guys like Foley don't. Some don't realize they are and others are quite blatant.

At any rate, Starter Steinke threw it and Bruce Teixeira was already on another flight. Green was second and then the whole world. Bruce held on for awhile but Green had his eye on that first spot and was not be denied. Back in the pack Mike Renslow and John Gennai were putting on a show of their own.

Teixeira held second with a bad hip that he got in the heat. The overall result for the weekend was Green plus two over Foley.

In the Combined 350 and 500 Amateur Main, Larry Schultz closely followed by the I.R.A.'s famous Ken Caldwell. This is noteworthy as Schultz is only famous for his talk and he now has a win to his credit.

Steve Foster rode his stock Bultaco to a decisive win in the 250 Amateur and even though he still resembles a motocrosser, he has definitely got style.

Dan Cosio had his revenge in the 200 Amateur after bailing in the heat. Pat Brown was there most of the race but Buffalo Bob Willis was there for the checkered.

Charlie Wheeler got with the program in the 200 Novice and won it while young Mike Kenyon tried hard.

Queens Spoil Triple 'M' Riders

By Vi & Lucky Kirby

MARYSVILLE, CALIF. July 11, 1970 – Fun filled race nights are becoming 'par for the course' here at Triple M. But tonight the fellows definitely had a treat.

Presenting the first trophy for the first event, 100cc Novice race was the "Queen of Saskaboo County" ... unfortunately there is no such queen and no such county. Donald Graham of Yuba City dressed as a queen, and sure shook Norman Denny of Auburn who placed first in the division. Tonight the joke was on Denny.

However, the candidate for a queen was real. She is Cathryn Denise Mason, age 17, of Yuba City. Cathy is a candidate for Miss Yuba-Sutter" and was escorted by Russ Greathouse also of Yuba City, Cathy presented the remainder of the trophies.

As usual the biggest event was the 250cc Novice. Tonight this event consisted of 35 riders; three heats, and two semis, making the Main an 18-bike event.

Bill Da Prato jumped out on his Husky for the lead. Then there were several changes, too many to really keep up with, but one rider proved interesting, as it was his first time out in the 250 Novice. His name, Lonnie Foreman from Yuba City.

All year he has ridden in the 100cc Novice division, and always seem to miss by one or two places to trophy. Tonight he was on a Husky and ride he did! In the first lap he was sixth; by the next he was third, and by the fourth he was second.

Da Prato really had to ride because this guy was hot on his trail, and a time or two it was a tossup as to who would cross first. As the checkered flag dropped, Da Prato crossed with Foreman second. Placing third was Larry Sharts on a Bultaco.

The 250 Amateur showed a hairy race when Kenneth Hatch on a Husky jumped out for an early lead and Ed Brown on a Yamaha following closely behind. Hatch led the race up to the seventh lap, then as they went into the next, Brown passed and managed to cross the checkered flag. However, circumstances were reverse, Hatch was following closely behind Brown. As Brown pulled off into the field, his bike got away from him and almost lost it. Fortunately, he manipulated the bike beautifully and kept it under control. The audience cheered him on vigorously.

The riders this year seem to be more professional. Their riding abilities and showmanship, and mainly sportsmanship, cannot be underestimated. The riders are all an outstanding group of people and each could trophy.

(Results on page 26)

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Johnson Rides Again

By Bill Spencer

HAYWARD, CA., July 11, 1970 – In a classic example of fantastic riding, Paul Johnson won yet another 250 Expert Main Event. The 1969 National Sportsman Champion rode away from the heavy Expert field and was never challenged for the lead.

While Johnson doesn't ride too many scrambles events he does ride when the class "C" schedule permits and usually does a great job.

His closest competition came from Bruce Teixeira who held off John Hlebo for the second spot. Teixeira actually caught up to Johnson at the end, but it was much too late for a challenge.

Jack Crider and Lenn Mortensen did another ace job on the starter in the 500 Amateur but to no avail, as Crider bailed and Leaky Lenn finished out of the money.

Jim Foley had no problem winning the 500 Expert Main over Craig Fillmer and Ken Dalla. Foley wasn't so lucky at Lodi but extended his command of the #1 spot in this district again.

Rudy Jacobs had a much better evening of racing, as he won the 650 Novice Main over Henry Sanchez and Larry Trantham.

Mike Sarandria also felt much more at home than at Lodi and won the 650 Amateur.

All this led up to the 650 Expert Main and it was Rich Otto who led it all the way. Tiffen Mullenax gave it a good go but had problems and finished poorly. Bob Scally did a good job on the troops early and finished second. A very determined Phil Ray finished third.

(Results on page 26)

Dieu Brothers Win At White Rock

By Bruce Young
Photo by Larry Montgomery

SACRAMENTO, CALIF., July 12, 1970 - John and Jim Dieu seem to have taken a liking to the new White Rock Motorcycle Park just east of the state's capitol as each won his respective division.

The older brother John won the Open AM-EX race mounted on a Husky. Paul Minor, Jr. (360cc CZ) finished second with Jim Tanner (Hus) taking third.

Jim, competing in the 125cc Novice, swept all three motos and was easily declared overall winner. Meanwhile, Bill Grossi, the younger brother of one of the North's best MX riders, Bob, won all three of his motos in the second division of the 125cc by showing much of his big brother's style.

Dave Longeer won the Div. I of the 250 class with a pair of firsts and a second. Div. II fell to Bill Deprato, who was hard pressed by the second place finisher, Don Malley. Malley later went on to win the Open Novice on his Husky.

There were not enough 125cc or 250cc AM-EX riders so the classes were combined. As it turned out, it was very interesting to watch the smaller bikes put it on the 250's.

Bob Bowers (Mon) won all three motos in the 250 division and Paul Minor Jr. won the smaller class riding a 125 Bultaco.

(Results on page 26)

Limbeck Takes Moto-X

By Larry Ulrich

BEND, OREGON, July 12, 1970 – The fourth of a series of 10 motocross races sponsored by the Cascade Motorcycle Club proved rather interesting for riders and spectators alike with Randy Limbeck the only easy winner of the day.

The 125cc class had only 11 entries, but none had superiority. Mike Ahalt (Hod) won the first moto and was followed by Bill French (Yam), victorious in the second. The third moto went to R.T. Barenbey and, by this time, nobody had a clear lead. However, Ahalt, who was the season point leader before the day's events, managed to hold that position by claiming the first place overall.

Limbeck was the only clear-cut winner as he took all three motos in the 250cc class. The 15-year-old Maico rider got a big jump in season points over his nearest competitor, Doug Aiken, who broke his frame and sat out most of the day.

Bill St. Jear (Kaw) has now taken over second and Tracy Lantz (Bul) third.

The Open class was won by Jack Sauer on a CZ followed by Brian Eastburn (Am-E). Neil Miller appeared to be on the way to the overall championship after winning the first moto, but a collapsed fork put him third in the second moto before he dropped out in the last.

The next race is Sunday, August 2.

(Results on page 26)

CURTIS INVITES DEALERS TO OPEN HOUSE AT NEW ACCESSORY OUTLET

This Friday and Saturday night, July 25 and 26 from 7 p.m. onward, will be open house at the new Boots Curtis Enterprises accessory store at 3916 Foothill Blvd. in Oakland, Calif. (415) 536-9145.

Featured will be a complete display of accessories and parts for all makes. Ranging from motocross to custom accessories, the new store will be northern California headquarters for ASC, Roehr and Sudco merchandise.

Bill Grossi

Third CMC Moto To Batistoni

By Arnold J. Katz

BRISBANE, CALIF., July 19, 1970- Larry Batistoni led the pack home once again in the third of the series of seven motocross events being held here at Champion Raceway sponsored by CMC North.

This was the third consecutive win for the CZ-mounted hot shoe, in the 250 Jr. class, but it was not quite as easy as his two previous overall winds. After winning the first two motos in his class, with minimum trouble, Larry found things a bit more difficult in the closing event.

He had a bad start, winding up deep in the pack on the first lap, but by lap 3, he was third and moving. In the next lap he challenged for 2nd right after the jump but bobbled on a tight right-hander and dropped back to ninth. Within two laps he was back up to fifth and closing on the tightly spaced pack. The next lap he was third and really charging.

As the leaders slowed for a particularly slippery spot half way around the 3/4 mile ciruit, Larry made his move, attempting to pass both bikes. Unfortunately, at that point he violated the laws of adhesion and went careening down the track in a spectacular spill. He quickly jumped to his feet, restarted the bike and was off again in hot pursuit. However, time ran out and he had to settle for fifth.

This was the first time in nine races that he had not been victorious. The winner in this moto was Ray Atkinson on a Husky.

The remainder of the 20 races of the day were also hotly contested as 180 riders rose to the challenge of the ever-changing course at Champion Raceway. This weekfound the mountain down in size from the gargantuan heights of two weeks ago, but it was immediately preceeded by the addition of a body of water strongly resembling a good size lake. It must have been a refreshing place to be, since a number of riders chose to dump in it during the day.

One of those who did was Phil Jacobsen as he spilled his CZ on the second lap of the 250 Sr. class (3 rd moto). Up to that point he was engaged in a furious dual with Ron Stockman. The wetness put a damper on his engine and, until the next to the last lap, Jacobsen just putted around the course.

Stockman also had his problems, first spilling and then having trouble with his engine, but charger that he is, seemed to constantly be in contention. Throughout the day Jacobsen and Stockman had at each other, with Jacobsen appearing to be the smoother of the two as Stockman spilled his Ossa a few times, but each time his recoveries were spectacular. Phil did manage to take the overall by two points, and that was over Brad Lackey who pushed a 125 Sachs to a very strong second place over a classy field.

The Grossi family once again was heard from as young Billy Grossi pulled off his first overall class win (125 Jr.) over Doug Nelson. It is amazing to watch this youngster go. He is all over the bike; rarely stays on the pegs, seems to court absolute calamity at every turn, and yet goes like the devil.

Bob Grossi was back east competing in the Viking Series, so the senior Grossi had a go at it. William, senior, rode a BSA to a fourth overall in the 500 Jr. class with some hard charging. It is not hard to see where the younger Grossi boys get their lightning.

The closest dicing of the day took place in the 500 senior class as Brad Lackey (CZ) and John Dieu (Hus) had the crowd on their feet during the second moto. For five laps they went at it, never seperated by more than a wheel. On the last turn of the last lap, Lackey dove deeply into the hairpin and barely squeezed by John, to win by the proverbial nose. Overall, Lackey took first, Dan Stokes second with some very consistent riding, and Dieu, a well-deserved third.

(Results on page 26)

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Challenger Hills: Bike Riders' Utopia

By John Bethea
Photos by James Waite

"How many acres!?" is the first startled comment most motorcycle enthusiasts ask aftering hearing of Challenger Hills Motorcycle Ranch located a few miles south of Salinas, California.

"Honest, man. Would I lie to you? I'm telling you, it covers 15,000 acres... 1-5-0-0-0 acres of hills, gullies, open fields, jumps, roughs, everything."

What now seems as the most startling motorcycle riding area in the West Coast first began several months ago when three young college students took the step beyond the talking stages and went into action.

They leased a ranch and equipment and went on a 350-mile public relations campaign to gain support from shops, clubs and influential people. To control the area, they put it under the auspices of a ' private" club for cycle enthusiasts of every range of dirt bike.

Needless to say, Mike Maring's comment "We are without equal in Northern California," has got to be one of the biggest understatements of the year.

Along with Mike in the venture are David Tobkin and Chad Diso. "I guess you could call us cocky independent college students trying to make good," says Mike. Each of the three will be sophomores at the University of Santa Clara in the fall so plans for operating the Ranch during the school week are still up in the air.

"Our place offers draws and creek-beds so full of chunky boulders that they are worthy of the best trail riders. But, continued Maring, "I guess you could call our specialty the hill climbs for the big bikes.

"Our soil is good decomposed granite which turns tacky in the rainy season. There is also gently rolling pastures with great spectator visability where we might possibly set up a motocross track."

What the three men lack in funds and help they make up with desire, hard work, and ideas.

"We want to build this ranch into a family bike recreation area, good for all-day excursions. Clusters of oak offer shade for picnic and barbeque areas," explains Maring. "We're working on those now."

The ranch is open daily during the summer from 8 till 7 to club members but this is easily overcome, as anybody can join for $1. For such a large area, the admission is surprisingly low. After paying for the membership, the entrance fee is $1 for bikes under 125cc and $2 for 125cc or over. All other spectators, family members, etc. are free.

' Definitely in our plans for the future are areas for scrambles and enduros, and a ranch perimeter course of 12 miles," says the youthful Maring.

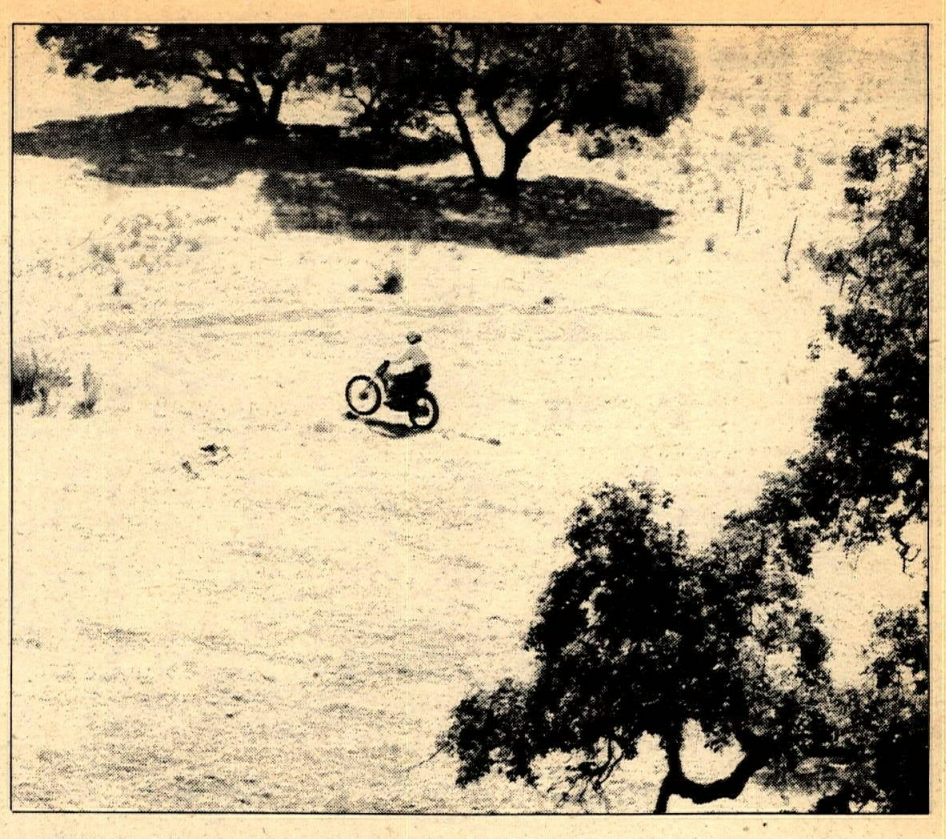
Apparently, nothing is being left uncovered. They are working closely with the Forestry Service and the Conservation Association so that the land and vegetation will not be destroyed. "We're concerned about erosion," they explain, "so we will be closing areas off so that the vegetation will grow back."

It is a long range project the three college students have undertaken, and they really don't know what to expect.

"During the school year," say Tobkin, "we'll be at school during the week. On the weekend, however, we'll take turns coming down to open the place and run it.

' If it really becomes a popular area, and I hope it does," he adds, "we may have to hire someone to take over as director during the week so it can remain open."

The ranch is located six miles east of Chualar, which is 10 miles south of Salinas. Chualar is a small town on US 101, but, if everything goes right for Mike, Chad and Dave, it may soon be a big spot on bike riders' maps.



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MERT TOPS FIELD AT

Riders wait before start of their Expert heat.

By John Bethea
Photos by Bruce Braly

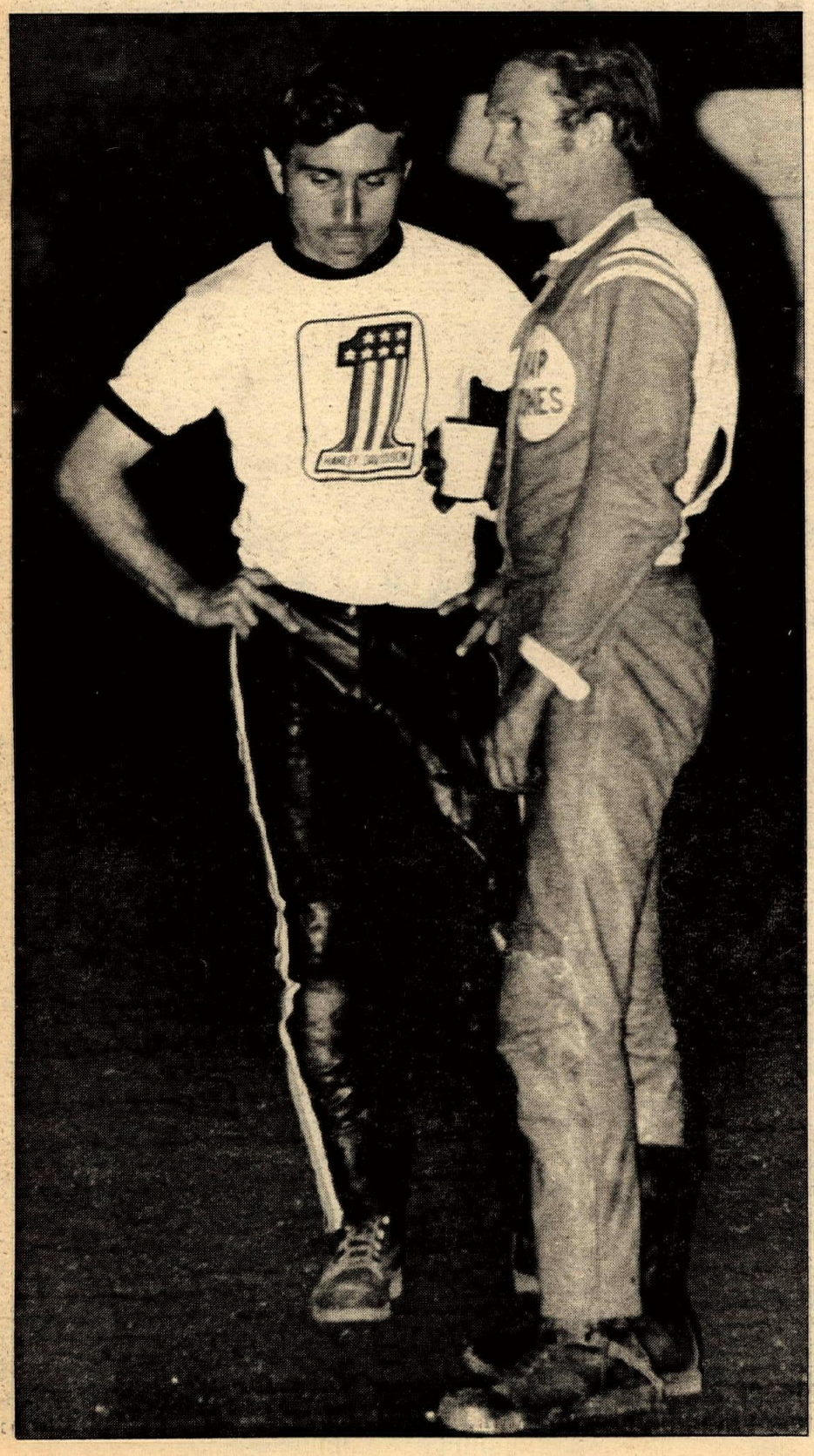
GARDENA, CALIF., July 18, 1970– Mert Lawwill was the National Point Champion in 1969 and tonight at Ascot Park he showed many of the reasons why.

Not only did the Harley-Davidson sponsored rider display the fine points of maneuvering through the pack to take over the lead, but he also gained the admiration of the large crowd on hand to see the ninth annual TT National Championship by holding on to it through the last half of the race.

Lawwill, riding a relatively unnoticed seventh place on the first lap of the packed 24-man Main, was still not the target of interest in the second when he moved up to sixth.

Dallas Baker had jumped to the flag lead but quickly lost it to the fastest qualifier of the night, Eddie Mulder, at the start of the second go-around.

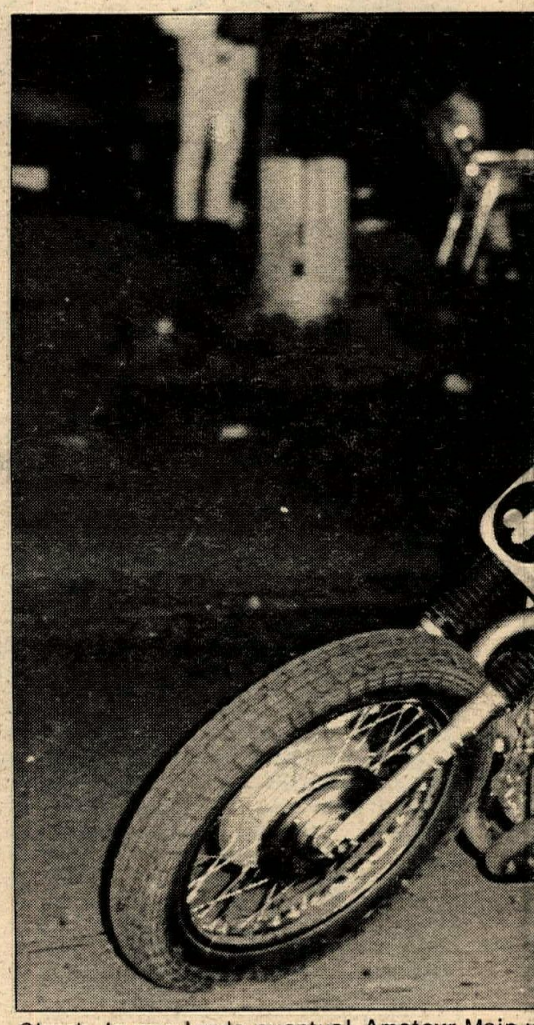
Mulder still maintained the front position in the third lap with Baker second. But Gene Romero, who had been riding fourth on the rear wheel of Dave Aldana, took over third when the rookie was involved in a spill which dropped him to the back of the pack. Meanwhile, the



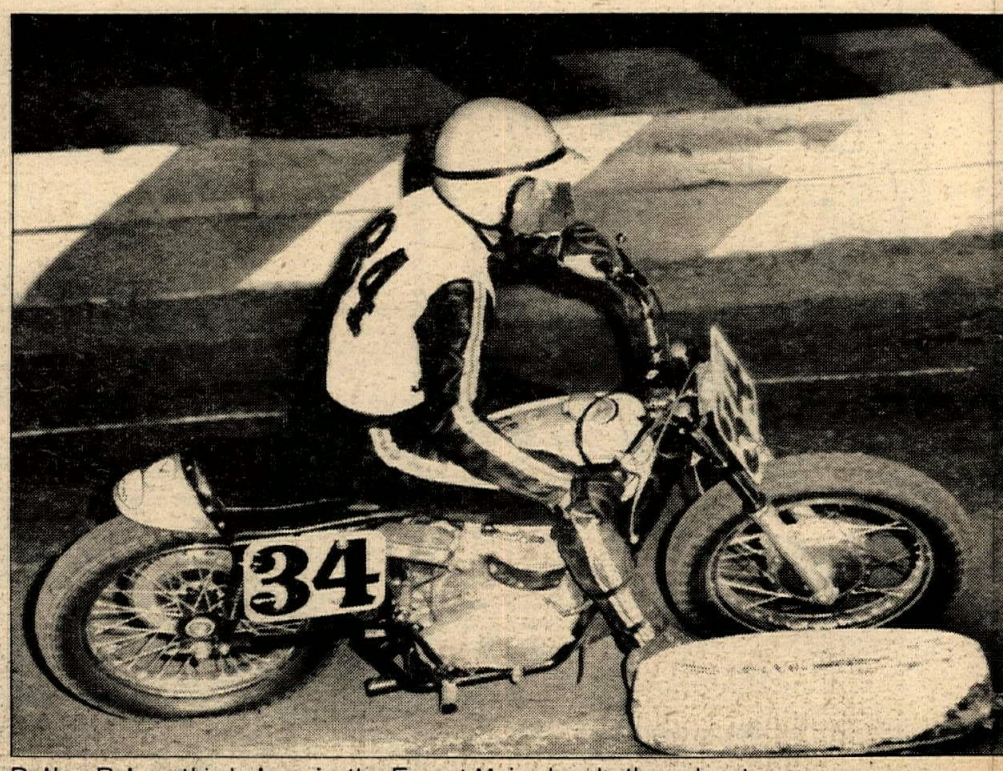
AMA POINT STANDINGS

1. Dick Mann 357
2. Jim Rice 320
3. Gene Romero 302
4. Dave Aldana 267
5. Don Castro 217
6. Yvon DuHamel 210
7. Mert Lawwill 205
8. Gary Nixon 153
9. Dave Smith 151
10. Dusty Coppage 136

Second Ten: 10, Walt Fulton III (129); 12, Dave Sehl (100); 13, Chuck Palmgren (97); 14, Larry Palmgren (93), Art Baumann (93), Mark Brelsfor (93), tie; 17, Jody Nicholas (91); 18, Don Emde (86); 19, Tom Rockwood (80); 20, Royal Sherbet (79).



Chuck Joyner leads eventual Amateur Main w



Dallas Baker, third place in the Expert Main, bends through a turn.

ASCOT NATIONAL TT

veteran Lawwill had slipped into fourth after passing two-time Ascot TT winner Skip Van Leeuwen.

After building up a healthy lead, it appeared as though Mulder was riding to the championship. Like in the past, however, his early big lead dwindled away slowly until Romero moved into first on the stretch run going into the 12th lap.

Further back, Lawwill was riding a slower race while attempting to move up. He had now moved to third, running hard behind Romero and second place Baker.

Appearing to settle down, the first three racers continued to hold their places until Lawwill gained second on the 19th lap. He finally caught and passed Romero in the 28th lap and from then on the race was all Lawwill's, as he opened the throttle and pushed further into the lead each lap.

In going to his third National Championship of the year, Lawwill finished well in front of second place Romero and third place Baker. Dick Mann, winner of Castle Rock a week earlier, could only manage fourth but it took three riders dropping out to give it to him.

The veteran of the AMA circuit was running eighth in the second lap when Aldana went down. Mann then took sixth place in the fifth lap by passing Bob Bailey. When Eddie Mulder pulled-out in the 19th lap, Mann took over fifth behind Van Leeuwen who dropped out in the 22nd lap allowing "Bugs" to grab fourth for the remainder of the 50-lapper.

Of the original two dozen riders, only six of the finishers escaped being lapped by the victorious Lawwill whose victory points moved him above the 200 points standing's barrier to 205, 5 points shy of sixth place Yvon DuHamel and 12 behind fifth place Don Castro's 217.

Mann lengthened his advantage over second place Jim Rice (320) by upping his total to 357. For Rice, it was almost a replay of last week when the second-year Expert reached the finals only by winning the semis. In each case, Rice ultimately had to pull out of the Main with engine trouble caused by loss of oil.

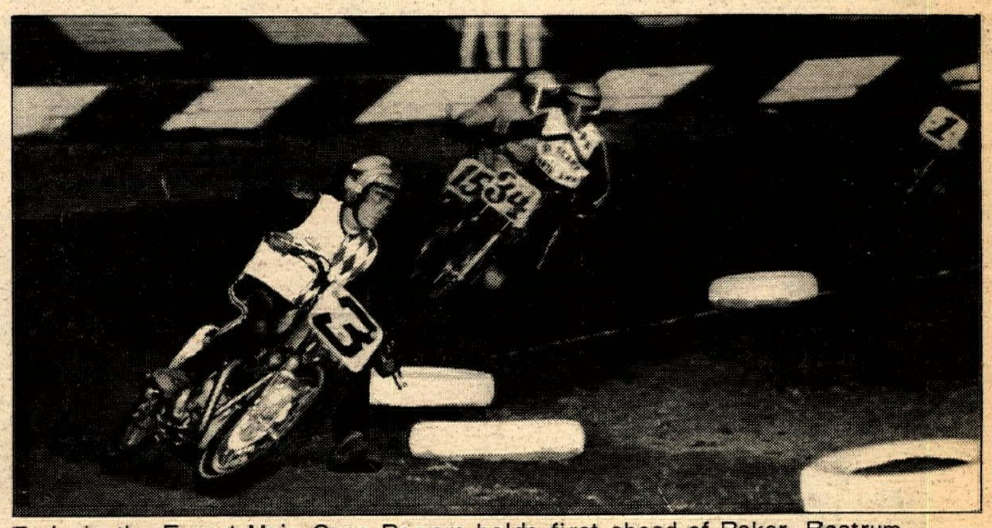
Eddie Mulder was the wire-to-wire winner of the first qualifying heat as Aldana and Tom Rockwood also maintained second and third throughout. In the second heat, Van Leeuwen built up a big lead to win and Bob Bailey battled for second ahead of Lloyd Houchins. Mark Brelsford was involved in a wreck and had to retire for the rest of the night, as did Castro in the third heat when his throttle stuck wide open in the last turn of the second lap. Gene Romero took over the lead in the heat and was followed by Baker and Lawwill.

Skip Van Leeuwen had jumped to an early lead in the Expert Main but a black flag caused a restart when Rockwood got his foot stuck between the frame and shocks of his bike and resulted with a collision with Paul Bostrom. Both riders were able to compete in the restart, however.

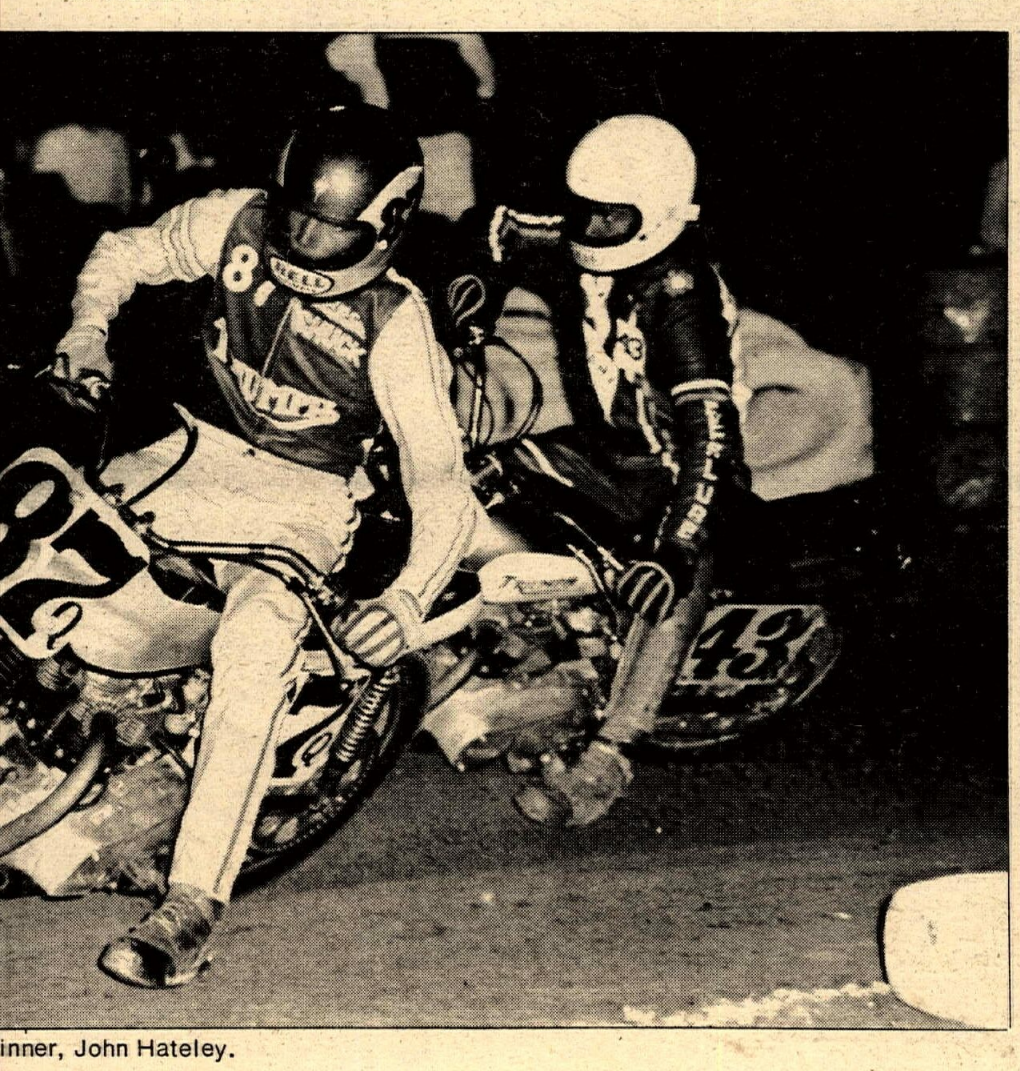
Al Kenyon held the top position for most of the 15-lap Amateur Main but he relinquished it to John Hateley in the 13th lap and the Van Nuys, Calif. resident rode the final few laps to victory. Kenyon finished second and Terry Dorsch third.

The entire evening was freed from any major injuries which provided the events to be presented quickly and smoothly, much to the happiness of the large crowd in attendance.

(Results on page 26)



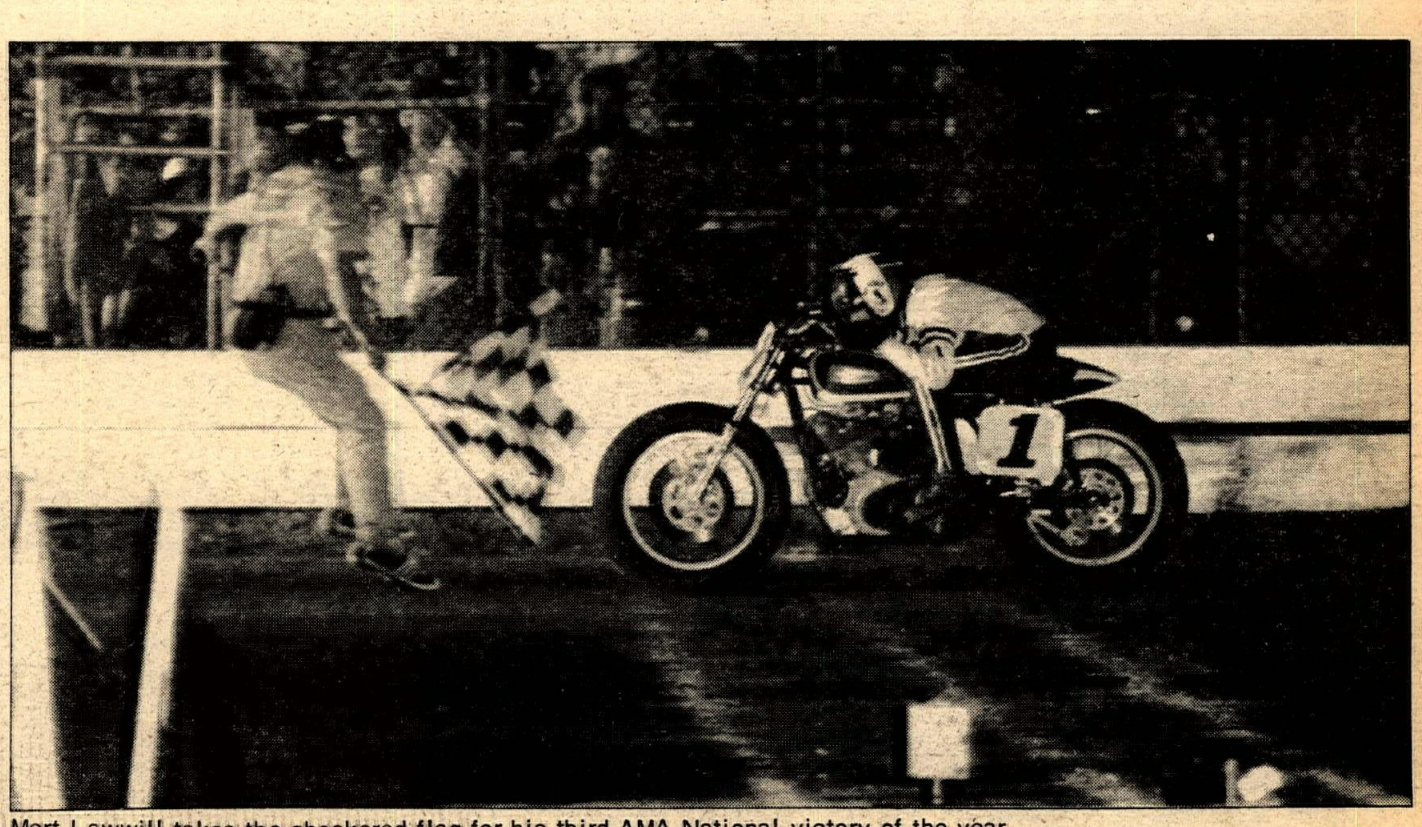
Early in the Expert Main Gene Romero holds first ahead of Baker, Bostrum — and here comes Mert.



inner, John Hateley.

Mert took the lead on lap 28 and cruised on alone.

Burrito checks out the scene during practice.



Mert Lawwill takes the checkered flag for his third AMA National victory of the year.

Change of Pace fiction

by diane reichenbach

If only the bike had a reverse. Then I'd back out of my starting position and hide in the trailer. When the race was over, I'd simply tell my husband that I had an acute attack of a rare disease that only lasts fifteen minutes. Or, if I was pregnant. Then he couldn't call me a coward.

I looked down the line at the other riders – all men! It was inevitable that I wouldn't live to race the three required motos today. And twenty-six years old is just too soon to be be run over by thirty motorcycles.

I felt my husband David's arm on my shoulder. I would have welcomed him to forcibly jerk me off my bike and demand, "Don't do it!" But instead, he gave me a pat on the behind and said, "Good-luck, Hon. Now remember all the things I told you."

"David", I tried to say without showing fear, "I know I've waited a long time for this moment. But I'm willing to wait a few more years if you think I need more practice on desolate trails."

' I wouldn't let you out on that track if I didn't think you were ready. You've mastered rougher stuff than this course. It's only natural to be nervous, especially before your first race. Once you get off the line you'll forget all about it."

"Do I look all right?"

"Oh, wow. Yeh, you look just fine, except your face is as white as your number plate."

"My girdle is making me dizzy."

"Why in hell are you wearing a girdle? This isn't a beauty contest."

"Your kidney-belt was too loose on me. I had to put on a girdle to pull in what the kidney-belt couldn't."

"I'd better go. The flagger is giving the signal to rev up the bikes."

"I gotta go too – to the out house."

"Beverly, START YOUR BIKE!"

That was the way he "coaxed" me when I was learning to ride. If I came across an obstacle I was certain would be too hazardous, he would all but physically push me. Then, after I made it alive, he'd praise me and brag to his friends what a fearless rider he made of me.

The flagger motioned us to put our left hands on our helmets. My right leg was vibrating ten times faster than the RPMs of my engine; I barely managed to hold my bike up. I tried to swallow but those creepy things that had been fluttering in my stomach since early morning climbed up and clogged my throat. I put my head down to utter an instant prayer to St. Christopher when I caught a glimpse of my reflection on the chrome gas tank. How will those guys know I'm a girl? I quickly pulled the strands of my hair down from under my helmet as a sign to the others I was a she, and to stay clear of me. But it wasn't much of a consolation knowing a few of the male riders had hair down around their necks.

Ooooooooh...he's getting ready to drop the flag...here I go! Wow! What a start. I beat them all off the line! Stay in there bike...why is that guy frantically waving the black flag already? As I jammed on my brakes he ran over to me shaking his head and shouted angrily, "Get back in your starting position. Usually we disqualify a rider for jumping the line!"

Gary couldn't say my face was white now.

I returned to my position. I wasn't shaking now. Humilation somehow helps eliminate fear. I don't remember what happened on my second start. I knew I was in motion so I followed the dust. When the air cleared, I found I was at the first turn – inert. My bike puttered and quit. You would think David would remember that I would forget to turn my gas on. I flipped the lever, kicked the starter til I turned blue, and was off again.

There's the sandwash. It doesn't look too bad. I'm used to sand. A bike whizzed past me. His rear tire spun sand in my face, blinding my view. I don't mind the suffociation; it's just the idea of him speeding. I was traveling sideways. The only way I'll make it now is to hit the pavement or screw on training wheels. My bike gracefully laid over – on top of me. Two guys came dashing from behind the ropes. "Are you all right?"

"It's nothing," I replied, "Just ripped open the blister on my hand and bit my tongue."

For some reason, they thought that was funny.

I didn't laugh. The comedian helped me on my bike. I fired it up and he gave me a little shove. "Get in there, Baby," he yelled, "show 'em how to ride!" More laughter.

I tried not to concern myself with my bruised posterior or the hundreds of critical eyes watching me. With effort, I wholly concentrated on the terrain ahead. It took a lot of concentration– and time – for me to make two laps.

I was panting as I approached the mudhole again. This time I'm going through it – not in it. I turned the throttle all the way down. Fishtailing most of the way, my bike then went up in a fantastic wheelie – without me. The spectators at the mudhole (who congregate there for sadistic reasons) cheered. I didn't mind this spill. At least it was more spectacular than the first. I slushed around in the mud, trying to recover my bike. When I had it upright, I tried to kick it over. My boot was coated so thickly with mud it kept slipping off the lever. Some nice flagger risked his clean clothes and did it for me. I received a slap on the shoulder from an anonymous well-wisher (that almost knocked me back off my bike) and I continued in the race.

I hit the hoopties and rose one foot off the seat. Then I plopped down and fumbled to place my right foot on the bent peg acquired when I had dropped my bike half way up the last hill. I balanced my toes delicately on the brake while my heel dangled for support.

There's a bike down ahead! I swerved to miss it when I saw blood covering the rider's face. Swiftly, I pulled to the side of the track, then lept off my bike relieved to be out of the race. "Don't panic," I shouted. "Lay down. I'll get the ambulance!"

"Get back in the race, you idiot. It's just a bloody nose." He jumped on his bike and literally left me in the dust. I glanced behind me and saw the rider that had been in the lead coming rapidly towards me. I hopped on my bike with a sudden excitement that I still had a chance of coming in second.

The checkered flag is up! Oh, you B–E–A–U–T–I–F–U–L checkered flag! I was a little puzzled at all the bikes already in the pits since I was sure I did so well in the race, despite the few falls I took. I killed the engine and looked for approval from David.

"You didn't shift right going into the turns," commented a helpful teenage boy.

The first place winner stopped over by me to saw a few words. "You go pretty fast – for a girl. I only lapped you three times."

"Twenty-ninth out of thirty riders ain't bad," said another observer, "considering you were competing with Experts. It's too bad you had to run over the thirtieth rider."

Two hands gripped my waist. "Just look at your bike," David mused. "Where did you bury it?"

"Where have you been?" I yelled at him. "Why weren't you at the mudhole?"

"I staked out at the end of the big hill since I know how you sometimes close your eyes coming down hills. But you took it courageously each time, once you got up it. Now that you've been initiated on the course you should have no problem in your second moto."

"I know. Beacuse I'm not going on that track again."

"What? You mean you're gutless enough to cop-out on the first try? How do you expect to get experience? Be a man...I mean..."

"Don't rub it in! I know what I look like. It makes me sick to see all the girls mingling around the race track with clean hair flapping in the breeze, and fresh make-up, and clean clothes. Look at me. Hair hanging in my face with mud clinging to the ends. I can feel dirt seeping from the corners of my eyes. My teeth must look like a freshly-dug fossil. I'm afraid to blow my nose – it might cause an internal avalanche."

David didn't say a word. He started walking my bike to the trailer. His face dropped like the time I rode his brand-new bike and returned it to him with fragments of the transmission in my hand.

"O.K., David, O.K. Get me a peg and I'll try it again."

The muscles in his face returned to their normal position. "That's my girl!"

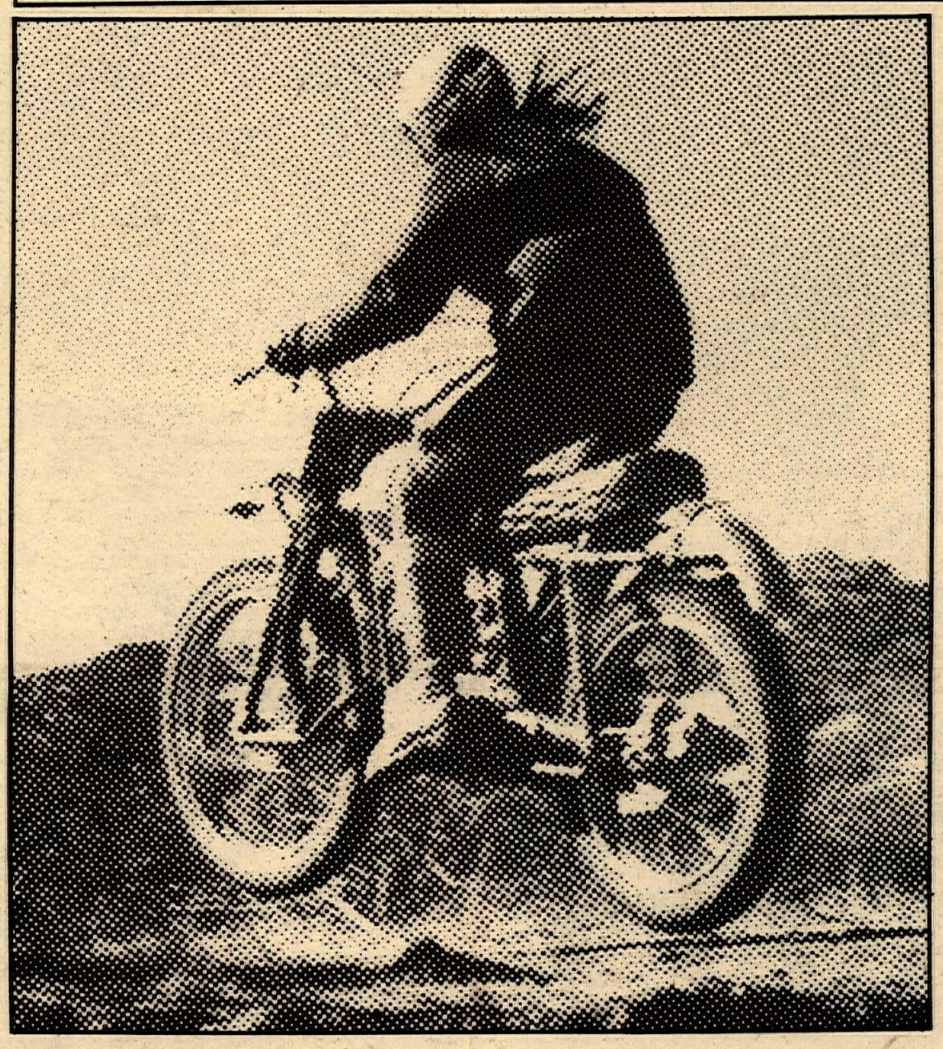
During my second moto I thought David was going to have heart failure when I pulled in the pits after one lap. He grabbed my handlebars. "What's the matter? Did you foul a plug? You couldn't be out of gas, I just filled..."

"I'm tired. I need a nap."

"Huh? You hair-brain! You can't quit in the middle of a race because you get a little tired. Get back out there. You'll catch your second wind."

"Forget it, David. I'm sorry. I know when to quit." I headed for the trailer. I heard David mumbling behind me. "... and you work all week getting their bike ready so nothing goes wrong...damn women."

When I collapsed on our cot I couldn't stop the roaring echoes of motorcycle engines in my ear drum. When I'd just begin to doze off, and the engines seemed to seize, I'd jerk to miss the bump ahead. I'd change positions, only to jam on my brakes to avoid the back tire of the rider ahead. I tried lying with my eyes open, but I only saw an endless trail whizzing under my tires, and I began to experience the nausea that always plagued me in cars, boats, and tilt-a-whirls.



I got up and went to the pits. The excitement was mounting as the competition grew tighter in each class. Riders were working on their machines, discussing the course, and arguing about which make of bike was superior. Their expressions were mixed with restlessness, pleasure, and frustration. I wondered if it was really worth it.

"I sure have to give you a lot of credit," I heard somebody say. I turned and saw one of the clean girls addressing me. "I envy you. I wish I had enough guts to race. I feel like I'm really missing something."

When the swelling in my head went down I looked for David. I found him sitting on my bike with a can of beer in one hand and plyers in the other, fidgiting with the clutch.

"Get off my bike, please," I said. "I need it."

' Why?"

"I wanna race my last moto."

He choked on the beer. "I thought you didn't want to race anymore."

"As a woman cyclist, I have the right to change my mind."

The line-up for my third moto had gaps from missing bikes. Either their bikes had broken or they knew I was coming back. The flag dropped, my butterflies came out of hibernation, and I scarcely heard the jumbled words David shouted after me. "Watch...slick areas...watered track!"

Bikes were dropping all around me. I slooshed from side to side, but I was still edging forward. Stay on the bike. Stay on! It was a weird and glorious feeling to be passing other bikes. Watch the drop-off... stand...shift...stay on. I rode slow and steady. Don't be heroic. Go around the mudhole. By now the hill was torn up. Follow the groove – more juice! Don't hold the clutch in going down...stay on! I was really traveling on the straightaway. Wait 'til I tell David I got past second gear. Cool it on the turn... staaaaaaay on!

I was still saying that to myself when I rode to the finish. I knew I would be low on the results, but David put his arms around me. "What an improvement," he said emphatically. "I'm proud of you. How do you feel?"

"Fine, I think."

"Then you still want to race?"

"You bet. That is, if it doesn't bother you I may never be able to wear short dresses because of bruises or have smooth hands."

"It won't bother me a bit. But don't get too good. The day you give me competition, I'll make you hang up your bike for good."

"Oh, no. There's nothing in the world now that could keep me off a bike... unless I unload. In fact, I think I'll enter the powder-puff class at Elsinore.

I sent my entry in early. But on the day of the race, David found a comfortable spot for me behind the ropes so I could watch the other girls.

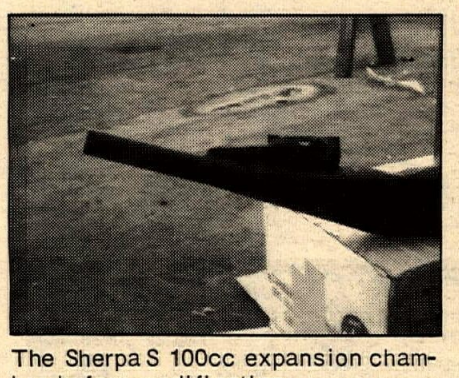
Of all times to be pregnant.

HOT TIP

Readers are invited to submit their "Hot Tip". If judged by Cycle News to be of interest to other motorcycle riders, it will be published, and the author will be paid regular contributor fees. Articles should be sent to, "Hot Tip," Cycle News, Box 498, Long Beach, California 90806.

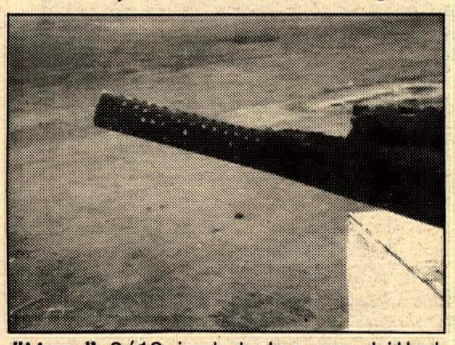
I have suffered through ringing ears from expansion chambers for about a year now, and have come up with something which might be of interest to many riders.

We have been able to muffle expansion chambers on our family bikes so that, for instance, a Bultaco Sherpa S 125 sounds like a muffled Lobito or a Matador. In addition to eliminating the ears which ring until Wednesday noon, the modification costs almost nothing, and weighs less than a pound.



The Sherpa S 100cc expansion chamber before modification.

Further, there is no detectable power loss on the bike, and it even seems to improve the low end a little. We have installed the "Sting-Out" on the Sherpa S 125, the Sherpa S 100, the American Eagle 125, and the Hodaka Super-Rat. We haven't tried it on a 250, because we don't own one, but the sound of a 250 chamber isn't as sharp as that on the smaller bikes, so we don't know what a 250 would sound like with the Sting-Out installed.



"Many" 3/16 inch holes are drilled through the stinger of the chamber.

The modification consists of drilling many 3/16" holes in the existing chamber stinger. Steel-wool pads are wrapped around the stinger, and a piece of suitable-diameter (we used 1-3/4" i.d.) exhaust-pipe tubing is pushed over the steel-wool. The forward end of the large tubing is welded to the rear cone of the chamber, and the aft end is cut with tin-snips so that it can be bent down to the diameter of the stinger. We didn't even bother to weld it. The enclosed photos show the installation on the Sherpa S 100cc.

Steel wool pads are wrapped around the "holy" stinger, and it is encased in suitably sized exhaust pipe.

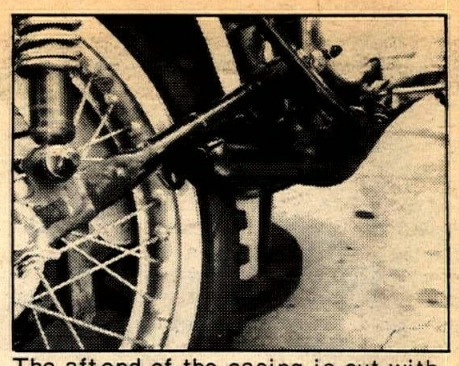
The addition of the Sting-Out on all four bikes has required no re-jetting of the carburetor or any other adjustment to the tuning. In this day and age of non-riders getting up-tight at bike noise, it would seem that such a device would find wide useage, but most people I have shown it to don't seem too interested.

We don't have anything to sell, or any axe to grind – I just would like fellow-riders to hear about this so they could give it a try. As I said before, I got to thinking about his mainly to eliminate my ringing ears, because anything which causes them to ring for 3 days can't be doing them much good.

I read a recent article in one of the magazines where some fellows muffled a Harley Baja 100, but their modifications required cutting on the critical chamber dimensions, which this device doesn't.

One further advantage of the Sting-Out is that it lets you hear how the bearings sound in the engine and gear-box, so that repairs can be started before things start to tear up inside.

H. J. SHEAR, JR.
El Cajon, Calif.



The aft end of the casing is cut with tin snips and bent to fit the diameter of the stinger.

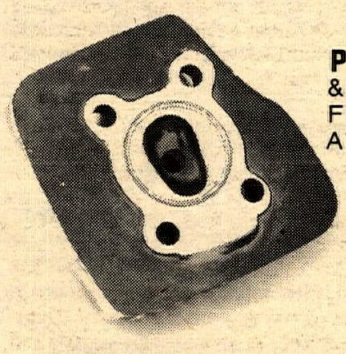
The finished product: a just-as-powerful, yet considerably silenced 100cc Sherpa S.

YAMAHA TO ENTER WORLD MX COMPETITION

It has been learned that more oriental opposition is due soon in the realm of world motocross championship competition. Yamaha is expected to enter a factory team sometime in the future, probably next year.

At the recent Motocross Championship race held at San Severino, Italy a squad of Yamaha engineers and riders were busy checking out and photographing everything in sight.

Go straight to



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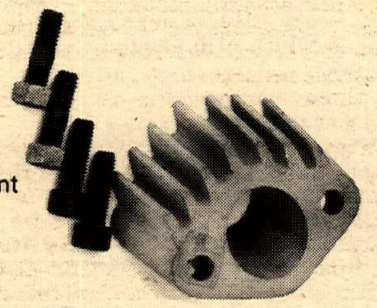

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Cody, Bast and Shaw Wail at Costa Mesa

Les Chanky — cooking.

By Mike Capalite

COSTA MESA, CALIF. July 17, 1970- Speedway racing was host to a standing room only crowd Friday night as the program was run in conjunction with the Orange County Fair. Going on the assumption that by being in conjunction with the Fair, an interest in Speedway racing could be gnereated in a large number of persons who would normally not be attending the regular Friday night program.

Although the Fair date meant a fee to the regular price of admission to the track proper, the extra cost was definately overshadowed by a night of Speedway racing the like of which has never been seen at this oval. This one night of racing has made many converts to the sport as many of the SRO crowd were first-timers.

Spicing up the evening right off the bat was the issuance of a 60 yard handicap to Steve Bast which makes him the fourth rider to be given this large of a handicap in the history of Sveedway racing at this track. He proved the decision of the officials to be a wise one for Steve was the only rider with a 60 yard handicap to win any of the Handicap heats or semi's.

Larry Shaw topped the first heat with Rick Blake showing them the way in the second. The third was all Steve Bast with Scott Autry putting up a good battle. In the fourth Handicap heat, a rider who has been riding since the revival of speedway made the crowd take notice. Jim Doron who has had his share of hard luck the past two seasons purchases a new machine a couple of weeks ago and it looked like this was the answer as Jim put in a fine performance to take the win in the fourth heat. In the Semi, he finished second behind Bast and ahead of Sonny Nutter. Watch this boy, it looks like he found the combination.

If there was any doubt in anyone's mind that Cody, Bast, Nutter, and Woods are the best and deserve their handicap, these doubts were dispelled as the Scratch heats rolled across the finish line, with each of them taking the win in their respective heats. To further prove this out, these same four riders were chosen for the 'Monster Match Race' which has been inaugerated as an annual event billed as the 'Fair Derby Special Match Races' with an annual traveling trophy presented to the winner.

The first pitted Bill Cody against Steve Bast with Bill starting on the inside. Using the pole position to its fullest, Bill grabbed the lead and held it to the finish. The second match against Nutter nad Woods was marred by Sonny taking a spill in the first corner as they bashed together. In the restart, Woods grabbed the lead and held it with Sonny right on his rear wheel all the way.

I would almost make book that the Second Division Main Event heralded the last performance in this class for Bruce Flanders as he has shown a decided improvement in the last few weeks and by taking his heat and the main event in a style befiting a division one rider, he will no doubt be transfered. Right behind him were two more riders who are improving rapidly, Larry Moon and James Foxe with Butch Fishburn in fourth.

The Handicap Main event had the crowd on the edge of their seats as it presented for the first time, three men on the 60 yard line in one race. With Jim Doron, Larry Shaw, and Jim Gresham in front of them, Bast, Woods, and Nutter knew they had their work cut out for them.

The first two laps had the crowd glued to the last three riders as Woods went into the first corner behind Bast with Nutter right behind him, as Steve drifted wide coming out, Rick cut inside and moved into fourth. Coming out of the next corner, Woods went wide and slammed against the wall and picked the front wheel up at the same time. Although Rick kept it turned on, Steve was right there to get back into fourth. As Woods tried to get back under Bast in the next corner, he fount Nutter beside him as Sonny was trying for the 'Coup-de-grace' and they came out of the corner elbow to elbow and wheel to wheel as the fans were on their feet and screeming for their favorite. Into the next corner, Rick regained the number four spot with Nutter behind him and then Steve. In the last lap, Rick passed Jim Doron to put him between himself and Sonny who was pushing him hard. This battle in the rear of the pack rather overshadowed a brilliant performance by Larry Shaw who came off the line in the third spot and worked his way around Jim Gresham and Jim Doron to grab the lead and hold it for the win, his second in a row.

The Main Event for the special match race was billed as the "Straw Hat Perpetual Trophy" race as the trophy consisted of a straw hat that had been bronzed and mounted on a trophy plaque to signify the county fair motif being promoted by the Orange County Fair Board. With Cody on the inside position, Woods tried his drift wide and come back inside routine in the first corner, but Bill was ready and stayed low coming out in the lead. Into the second corner, Woods was trying a little too hard and bumped Bill's rear wheel and did a spectacular 'header'. After a delay while Rick got his breath and his spare machine was prepared, the restart had Cody again in the lead as Woods couldn't seem to gain on him as Bill brought home the glory to the Valvoline sponsored USA Racing Team, and didn't do too bad for himself as the trophy was presented by not one but three lovely girls.

In the Scratch Main Event, who should be on the line but Rick Woods, Bill Cody Steve Bast, and Sonny Nutter, you can bet your bottom dollar there were no spectators leaving early on this night. With Sonny drawing pole position, Steve Bast got a good start from the line and copped the lead into the first corner as Nutter pulled into the second slot. Woods and Cody were pushing Nutter hard as Bast was slowly building up his lead and running strong. Rick again had trouble in the corner and Cody moved under him for third slot. Bill was really getting on it when he suddenly started having handling problems in the corner and had to pull to the infield with a flat tire. With his lead built up, Steve took an easy win with Nutter second and Woods third.

This was easily one of the most exciting nights of the season, and it looks like it is going to get better all the time as Johnny Gibson has opened up a practice track at the Rivergrade raceway which added to the Huntington Beach Cycle Parks practice track gives the riders two spots to practice. Johnny has a race set tentatively for the second of August, so watch Cycle News for more informaion.

(Results on page 26)

Bill Cody and Rick Woods have at it with Cody coming out on top in the Match Race.

SACHS dominates motocross

MOTOCROSS – 7/9/70
Ascot Park, Calif.
125 EXPERT
1st Bob Messer – SACHS
2nd Jim Wilson – SACHS

CMC MOTOCROSS – 7/11/70
Ascot Park, Calif.
1st Bob Messer – SACHS
3rd Bob Vacca – SACHS

MOTOCROSS – 7/12/70
Viking Series
Puyallup, Wash.
125 SPORTSMAN
1st Gary Bailey – SACHS

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Steve Nicolls (2x) found competition rough at Elsinore Sunday as he and Larry Taylor (doing wheelie) move up to pass lagging novice rider.

TT Hurt By Heat Wave

By Maureen Lee

ELSINORE, CALIF. July 19, 1970 – The thought of what July heat in Elsinore can be like no doubt kept away a lot of riders as only 180 showed up Sunday. The ones who did stay at home were smart, it WAS hot and enough Gatorade flowed to float the Queen Mary. Many of the riders loaded up and got out of there just as soon as their last race was over.

As usual, the club threw a good event. The sign-up booth closed its entries promptly on time, the ready and starting lines were clearly marked, there was no messing by the starter and lightweight rider number one Larry Taylor handled the checkered flag much of the day. The only goof they did pull was that one Rabbit went happily off home with some of the entry blanks and things in his car so we couldn't come up with all the results by press time.

Six girls showed up for the Powder Puff and it looked like Lynette Burke was going to do it but she had troubles keeping her Kawasaki under her and dumped it several times. Eulene Long (Kaw) after quite a long lay-off won with two firsts and a second.

We don't know who won in the tiddler divisions but in the smallest of them all, Rocky Kavanaugh looked very good on his Suzuki and has improved greatly since he started racing.

The 250 division provided a lot of excitement. Did they ever as they started piling up in practice on that treacherous first turn! The ambulance had to leave a total of four times showing how hard and slick the surface was, in spite of plenty of trips by the water truck. Roy Dockings crash was spectacular when his skid shoe came adrift and got tangled up in the equipment. That's not the way to go!

The 250 Expert went to a pie-plate rider, J. Carmello with Danny Hockie (Ossa) and Chuck Gann settling it out for second and third.

In the big bore division, Amateurs Jerry Orcutt on a Rickman and Jay Wahls on a Triumph managed an almost unheard of thing, they got a tie with Ralph Porzelt (Triumph) the third.

Kawasaki triumphed over Yamaha in the Expert group as Ron Ringen won followed in by Yamaha riders Ray Nicolls and John Isaacs.

The day was over early for a scrambles but all the riders got as much riding as they could stand in that heat. The next scrambles will be at Perris, July 26th, hosted by the Hilltoppers.

(Results on page 26)

Speed Draws 140 Riders For Southbay

By Bill Goodman

SAN DIEGO, CALIF. July 19, 1970 – A clear, cloudless, hot day at Southbay Speedway drew 140 plus riders onto a very fast track and provided the spectators with some fast and furious action. There was a large field of 100cc through 250cc riders, which was broken up into heats for the Novices and moto's for the Amateurs.

In the 125cc Amateur class, Marc Barbani came in first on his Yamaha with Mike McClies in second and Tom Worfolk, third also on Yamahas.

John Swinko, Butch Montgomery and Del Ocheltree put on a three man show in the 250cc Amateur class with not much more than a bike length between them for the five laps in the Main. Swinko, nailed down the first place spot with Montgomery coming in second, both on Bultacos, and Ocheltree third on a Yamaha.

Swinko also won the 200cc Amateur class with Terry Goodman in second place. Again both riders on Bultaco's and Bob Darnell in third on a Yamaha.

After recuperating for three months from a dislocated shoulder, Earl Roloff Jr. on a Yamaha Van Tech showed why he is in the Expert class with a thrilling win in the 125cc class. Jim Brockman came in second after taking a spill on the switchback, and Ray Vanderpool took third.

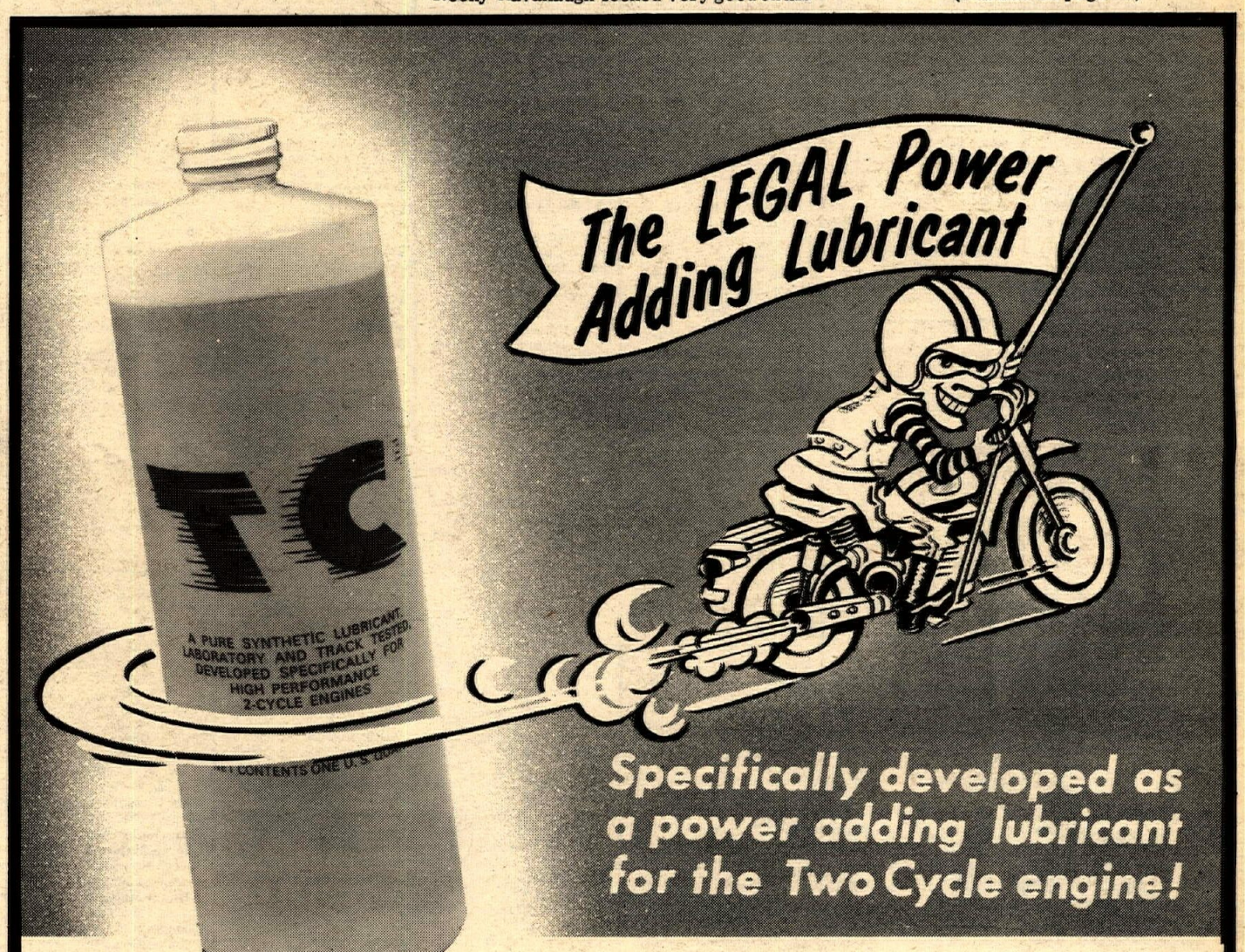
The Vesco racing stable dominated the 250cc Expert class with Vanderpool taking first, Carl Beyers second and Sal Peluso third. All three riders were pushing Yamahas. In the Open Novice S. Sharp on a Matchless won the first place spot with D. Sibley coming in second on a Triumph and R. Richardson also on a Triumph taking third.

Don Seymore, a member of the Mesa MC, wound up in the hospital with a broken leg. Don was already wearing a pin in the leg from a previous injury. Steve Parsons also made a trip to the hospital with possible broken ribs. We hope both will be back in action.

All riders in the 38th District welcom Geroge Hendrickson, as their new Assitant Referee. Hendrickson is well known and well liked among the racers in the area and should be a great asset.

On August 16, the Mesa MC of Chula Vista is sponsoring a benefit race for the Starlight Center, a school for the retarded. All proceeds will be donated to the Center. A 100cc Yamaha Trail bike, donated by Lucky Yamaha of Lemon Grove, Calif., will be raffled off, the proceeds also going to the Starlight Center. The Paul C. Rogers Trophy Co. of San Diego is donating all the first place trophies for the event. Let's all turn out and make this a big success.

(Results on page 26)



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results

AFM ROAD RACES
Orange Cty. Int'l. Raceway
July 12, 1970
By Elliott Andrews

LGHT.WT. PROD.
100cc
Curt Ward Yam
John Killman Yam
125cc
Mac McCuistion Suz
Bob Scholtz Suz
200cc
Roger Wood Bri
Frank Smith Bul
Carl Murray Suz
William Burtram Suz
250cc
Dick Fuller Suz
Pat Evans Suz
Mike Slaughter Suz
Dan Tidwell Suz
HVYWT. PROD.
350cc
Ron Pierce Yam
John Killman Hon
Mike Devlin Hon
Jon McKibben Hon
Dan Spisak Kaw
Mike Clark Hon
Vince Simeon Hon
500cc
Dick Kilgroe Kaw
Dale Liedorff Kaw
James Kirkpatric Kaw
1,000cc
George Kerker Nor
THUMPER CLASS
John Serra BSA
Steve Firestone Aer
Gordon Wilson Duc
Bruce Hammer Duc
SIDECAR
Hummer/ Gulbransen H-D
Bingham/ Mascella Tri
Auer/ Garnett Kaw
Neubrand/ Bryan BMW
Shorrow/ Friend Tri
Bakker/ Bender BMW
Wade/ York H-D
Kestermont/ McNeal H-D
GRAND PRIX
50cc
John Scafire Hon
Tom Cleghorn Hon
Jim Evans Suz
Mike Lewis Suz
Jack Simmons Suz
100cc
James Deehan Kaw
Bill Maness Kaw
Curt Ward Yam
125cc
Ron Pierce Yam
Elliott Andrews Yam
John Killman Kaw
S. Froschauer Yam
Al Slocum Yam
Larry Williford Suz
Mac McCristian Suz
175cc
Stan Smith Bri
Frank Smith Bul
Colin Jones Hon
Norm Schmidt Hon
200cc
Pat Evans Yam
Jay Loughrin Bri
Carl Murray Suz
250cc
Jody Nicholas Yam
Mike Lane Yam
Dave Scott Yam
Buzz Buzzelli Yam
Scott Autrey Yam
Steve Mallonee Yam
Barry Provisor Yam
John Meyers Suz
Steve Firestone H-D
Gordon Wilson Duc
Dan Tidwell Suz
Bruce Hammer Duc
Ed Ford Yam
Ron White Suz
350cc
Dave Scott Yam
Pat Hynan Yam
Barry Provisor Yam
Howard Lynggard Yam
Bill Cleghorn Yam
?
James Chen Yam
George Roche Hon
John Killman Hon
Steve Firestone H-D
Carl White Yam
Ed Ford Yam
Vince Simeon Hon
John Gallagher Hon
Dan Spisak –
500cc
Mike Lane Kaw
Art Bauman Suz
Dick Kilgroe Kaw
Cecil Oswald Kaw
James Deehan Kaw
Dale Liedorff Kaw
1000cc
J. McGillivray Nor
George Kerker Nor
Jack Simmons Nor

ORANGE COUNTY SPEEDWAY
Orange County, Calif.
July 8, 1970

0-125 cc JR. TT
Phil McDonald Yam
Scott Smith Yam
Steve Flowers Yam
0-125cc ST TT
Gary Scott Kaw
Tom Gillespie Kaw
Robby MacEwen Yam
David Tudor Yam
Randy Bailey Yam
Jeff Sexton Kaw
250cc JR. TT
Scott Smith Yam
Dan White Yam
Morris Malone AJS
250cc SR TT
Gary Scott Bul
Tom White Bul
Vic Hannan Kaw
Ron Ringen Kaw
Greg Wickam Suz
Randy Riggs Mon
500cc JR. TT.
Steve Thomas BSA
Dick Musser Mon
Lanny North Hon
500cc SR TT
John Isaacs Yam
Gary Scott Yam
Ron Ringen Kaw
Tom Gillespie Kaw
Dave Tudor Tri
Randy Bailey Yam
0-125cc JR. ST
Phil McDonald Yam
Scott Smith Yam
Keith Crecelius Kaw
0-125 cc SR. ST
Scott Autrey Yam
Steve Nichols Yam
Jeff Sexton Yam
Bob Sanders Yam
Dave Tudor Yam
250cc JR. ST
Scott Smith Yam
Tony Dell Oss
Rick Isbell Kaw
250cc SR. ST
Gary Scott Bul
Scott Autrey Yam
Stan Rogers Kaw
Chuck Gann Bul
Vic Hannan Kaw
Greg Wickam Suz
500cc JR. ST
Bill Coff H-D
Rod Parsons BSA
Lanny North Hon
500cc SR. ST
Gary Scott Yam
John Isaacs Yam
Dave Tudor Tri
Tom Gillespie Kaw
Al Smith BSA

ENDURO
First Annual Diamond Back Enduro
June 7, 1970

OVER-ALL WINNER
Chuck Shipman
126cc-250cc A
F. Showers, Jr. Gre
G. Clinton Suz
V. Weldy Hus
OPEN A
J. Tanner Hus
B. Alley BSA
R. Cadwell BSA
W. Groom Hus
0-125cc B
G. Diehl Yam
G. Reid Yam
D. Chandler Pen
D. Barnes Sac
R. Nelson Sac
J. Dougherty Yam
D. Snider Hod
126cc-250cc B
C. Shipman A-E
M. Freeman Oss
H. Slayton Bul
C. Woltkamp Yam
H. Moore Oss
G. Fox Yam
R. Davis Yam
J. White Yam
B. Cottle Yam
D. Bolin Yam
C. Potter Yam
OPEN B
R. Sanchez Hus
J. Coulombe Mai
F. Denhart Hus
V. Howell Tri
M. Nelson Hon
L. Reed Hus
J. Mack Hus
W. Bowles Hus
R. Robichaud Mai
TEAM ENTRIES
J. Coulombe 969
C. Shipman 980
R. Robichaud 927
TOTAL 2,876

R. Cadwell 955
V. Weldy 936
F. Showers, Jr. 979
TOTAL 2,870

SCRAMBLES
Lodi, Calif.
July 10, 1970

100cc NOVICE
G. Arnaiz Kaw
Duane Smith Kaw
Jack Arnold Suz
125cc NVOCE
Mike Jennings Yam
Jim Robinson Yam
175 NOVICE
Jerry Marshall Bul
Randy Robinson Hon
200cc NOVICE
Ron McChesney Bul
Joe Johnson Bul
200 AMATEUR
Rick Hocking Bul
Bill Van Derlaan Mon
Bill Smtih Bul
250cc NOVICE
Rich Noble CZ
Larry Schartc Bul
Mike McNulty Bul
250cc AMATEUR
Bill Calccura Bul
Pete Marchand Bul
Mike Lewis Bul
250 EXPERT
John Green Bul
Stan Anderson Bul
Bruce Teixeira Bul
WOMEN
Carol Hashan Hod
Lynn Guiterrez Suz
350cc NOVICE
Bill Vango Hon
Dennis Cummings Hon
350 AMATEUR
Jim Hall Hon
May Hall H-D
500 NOVICE
Roger Selby Mon
Hnery Leslie Bul
500 AMATEUR
Dick Steinre Bul
Larry Frey Bul
500 EXPERT
Steve Young CZ
John Green Mon
Ray Huff Yam
650 NOVICE
Paul Feickert BSA
Tom Arniz Tri
650 AMATEUR
Jim Morrill Tri
Jeff Hammond Tri
650 EXPERT
Jimmie Brooks BSA
Larry Lane Tri
Phil Ray Tri

SCRAMBLES
Road Runners M.C.
Spanaway, Wash.
July 12, 1970

100cc A MAIN
Bill Heath Bul
Nathan Burton Bul
Bruce Rohrer Bul
100cc B MAIN
Ron Casselman Kaw
Leroy Dixon Bul
100cc C MAIN
Jeff Edwards M-B
125cc A MAIN
Mike Guthrie Yam
Dale Sylstad Yam
Floyd Flippen Yam
B MAIN
Mel Paulson Bul
Dean Tibbitts Bul
200cc MOTOCROSS
Larry Newell Bul
Jim Bennett Bul
Steve Houtz Bul
250cc A MAIN
Jack Phillips Hus
Ken Villines Yam
Larry Billingsley Bul
250cc B MAIN
David Ferrando Yam
Don Roberts Bul
250cc C MAIN
Jack Lewis Oss
450cc MOTOCROSS
Wayne Wright CZ
Bennett Moen Bul
Ken Habeck Hus

HALF-MILE FLAT TRACK
Ascot Park
Gardena, Calif.
July 17, 1970

EXPERT MAIN
Keith Mashburn Yam
Jim Odom Tri
Mel Lacher H-D
Don Castro Tri
Dewayne Keeter Nor
Robin Martin Tri
Mark Brelsford H-D
Gene Romero Tri
Mert Lawwill H-D
Ken Presgrove BSA

AMATEUR MAIN
John Hately Tri
Wayne Hosaka BSA
Lynn Holloway Vel
Chuck Joyner Tri
Chuch Hart BSA
Rick Holley Tri
Allen Kenyon BSA
Chris Bakke BSA

TT RACE
Ashland Lancers
Ashland, Oregon
July 5, 1970
By Donna Tait

OPEN TROPHY DASH
Harvy Wood Tri
A MAIN
Bill Johnston Tri
Jim Steinback Bul
250cc
TROPHY DASH
Dale Osborn Oss
A MAIN
Tim Tepper CZ
Wayne Hudgins Oss
Dale Osborn Oss
Stewart Penington Kaw
200cc
TROPHY DASH
Donny Thumler Bul
A MAIN
Danny Dixon Oss
Danny Thumler Bul
125cc
TROPHY DASH
Charles McClain Yam
A MAIN
Doug Coler Yam
Donny Thumler Yam
Bobby Decker Sac
100cc
TROPHY DASH
Randy Johnson Kaw
A MAIN
Randy Johnson Kaw
Donny Thumler M-B
100cc KIDS
TROPHY DASH
Dale Ruth Kaw
A MAIN
Dale Ruth Kaw
John Schaubble Kaw
POWDER PUFF
TROPHY DASH
Judy Johnston Tri
A MAIN
Judy Johnston Tri
Linda Ludwig
Juanita Estremado

MOTOCROSS
Baymare
July 19, 1970

100 JUNIOR
Don Pierce Hod
Dan Sanchez Hod
Greg Robertson Suz
Jerry Hill Hod
Terry Hill Suz
125 JR. DIV. I
Duane Brown Pen
Ray Byers Sac
Eddie Cole Yam
Basil Sanchez Sac
Mike White Pen
125 JR. DIV. II
Dave Kridell Sac
Scott Pelkey Sac
Gary Chaplin Sac
Jeff Wecker Yam
Andy Lopez Bul
125 JR. DIV. III
Paul Corden Yam
Harley Pace Pen
Alan Thulman Sac
Larry Conners Sac
Max Porter Yam
125 SENIOR
John Maroney, Jr. Pen
Jerry Johnson Bul
Joe Veillon Sac
Gene Canady Sac
Linus Beall Yam
250 JR. DIV. I
Jeff Sebastson CZ
Mickey Alzola Mon
Dan Armstrong Yam
James Henry Mai
Joe Breckner Mai
250 JR. DIV. II
Doug Grant AJS
Joe Bonnello
Bill Fagan CZ
Steve Elshore CZ
Wiley Possell Bul
250 JR. DIV. III
Chas. Esterline Bul
Craig Humber CZ
Lorenzo Gorley Oss
Joe Scander Hus
Sherman Andrews Hus
250 SENIOR
Mike Chamberlain Mai
Dennis Law Yam
Lenius Beall Bul
Ron De Soto CZ
John Maroney, Jr. CZ
OPEN SR.
Bill Payne Mai
Robert Hershey Mai
Shorty Raudman Hus
Steve Rauch CZ
Steve Hurd Mai
4 STROKES
Ron Jones Tri
Jesse Goldberg Ric
Allen Welcome Tri
Al Holley Tri
Jimmy Thomas Tri

NOVICE MAIN
Ken Roberts Suz
Gary Scott Yam
Don Walters Yam
Carl Byers Yam
Bob Hardison Bul
Bob Hill Yam
Andy Skeel H-D
Tom Warren Bul
Tom Vardeman Yam
Steve Wilson Yam

MOTOCROSS
White Rock M.C. Park
Sacramento, Calif.
July 12, 1970
By Bruce Young

125 NOV. DIV. I
Jim Dieu Sac
Tom Miles Yam
Don Arnold Bul
Bob Sorenson A.E.
Jack Mitchell Sac
125 NOV. DIV. II
Bill Grossi Yam
Mark LaRue Pen
Scott Sinclare Pen
Dennis Bergey Bul
Wayne Stennett Yam
250 NOV. DIV. I
Dave Longeer Oss
Steve Marsh CZ
Michael Andrews Bul
Richard Star Oss
Joe Hiner Bul
250 NOV. DIV. II
Bill DaPrato Hus
Don Malley Hus
Jerry Sterger Hus
Eric Peterson Hus
Harlow Daugherty AJS
125-350 AM.EX
Bob Bowers Mon
Mike Woltkamp Hus
Paul Minor, Jr. Bul
Ken Jurard Yam
OPEN NOVICE
Don Malley Hus
Steve Boyd Hus
Doug Manning Hus
Richard McCready Hus
Jack Coulonbe Mai
OPEN AM.EX
John Dieu Hus
Paul Minor Jr. CZ
Jim Tanner Hus
Tom Madlem CZ
Gary Ceracini Bul

CROSS COUNTRY RUN
Arlington, Texas
July 12, 1970
By Frank Johnson

0-100
Ken Smith/ Dennis Niles Yam
Ken Allmond Pen
David McQueen/ Bill Porter Sac
101-200
Jesse Vester/ Pete Steward Yam
Ronny Bunch/ Vic Hall Yam
Jim Williams/ Allen Davis Yam
201-250
Joe Gates Bul
David Hickman Bul
Charles Eller/ Tom Eller Yam
251-OPEN
John Milligen/ Fred Barney Hus
Carey Parker/ Jackie Ellis A.E.
Sam Vasquez/ Ronny Brooks Hus
OVER-ALL
John Milligen/ Fred Barney Hus

SPEEDWAY
Triple M
Marysville, Calif.
July 11, 1970
By Vi & Lucky Kirby

100 NOVICE
Norman Denny Kaw
B. Clark Hod
Wayne Young Hon
Duane Smith Kaw
125 NOVICE
Phillip Bishop Sac
Don Arnold Bul
Bob Morris Yam
Wes Whitten Yam
200 NOVICE
Phil Carando Bul
Tom Legg Bul
Mike Knouse Bul
100/125/200 AMATUER
Neil McDannald M-B
Don Gentilli Hon
John Vance Bul
250 NOVICE
Bill Da Prato Hus
Lonnie Foreman Hus
Larry Sharts Bul
Thomas Vahland Bul
Ross Westphal Mon
250 AMATEUR
Jack Eddings Bul
Steve Prestoni
OPEN NOVICE
Roland Marzolf Hus
Albert Smith Yam
Jerry Gansberger Mai
250 EXPERT
John Green Bul
Merril Beidleman Oss
Dell Silva A-E
James Childress BSA
OPEN AM
Ed Brown Yam
Kenneth Hatch Hus
Rich Chambers Mai
500/650 EXPERT
John Green Mon
MINI-BIKE
1st HEAT
Mark Vaughn Hon
2nd HEAT
Mike Harrington Hon
Roger Denny Hon
3rd HEAT
Eddy Truitt Hon
Charles Brackett Mav

MOTOCROSS
Cascade M.C. Club
Bend, Oregon
July 12, 197
By Larry Ulrich

125cc CLASS
Mike Ahalt Hod
Bill French Yam
R. T. Barenberg Yam
Tony Shine
250cc CLASS
Randy Limbeck Mai
Brad Tolwer Bul
Tracy Lantz Bul
OPEN CLASS
Jack Sauer CZ
Brian Eastburn A-E

ENGLISH HILLCLIMB
Twisters M/C Inc.
Washougal, Wash.
July 12, 1970
By Carole Weigant

125cc
Bruce Ritter Hon
Denny Waltz Sac
Bob Arrasmith Puc
200cc
Don Finn Hon
Chuck Snider Hon
Ted Weber Hon
250cc
Bob Sandborn Yam
Sonny Scott Suz
Steve Buck Yam
OPEN
Jim Burnell Hon
Bob Weigant Ric
Don Finn Tri
TROPHY GIRL
Sue Randell
CONSOL. TROPHY
Bob Weigant Ric
Steve Buck Yam

SPEEDWAY
Cycleland
Chico, Calif.
July 11, 1970
By J. Noffsinger

HANDI. MAIN
100cc
Lee Larson Kaw
Wally Murphy Kaw
Paul Carter Kaw
200cc
Jim Hubbard Yam
Ted Bare Yam
Ron Hastings A-E
250cc
Dick Turner Tri
Lowell Moural Yam
Terry Hughes Hus
SCRATCH MAIN
100cc
Paul Carter Kaw
200cc
Jim Hubbard Yam
250cc
Joe Allen Kaw
B MAIN
100cc
Lee Larson Kaw
200cc
Bert Colvard Yam
250cc
Gary Colman Yam

MOTOCROSS
Austin Motocross Park
July 12, 1970
By John Blanton

125cc JR. CLASS
Edward Swann Hod
Carl Chapman Yam
W. Vradenburg Yam
Carl F. Meredith –
Thomas Lupo Yam
Jimmy Doran –
Mike R. Williams –
125cc SR. CLASS
Gary L. Bigley Yam
Albert Hadeler Sac
Perry Lorenz A-E
Steve Kelley Yam
George Majewski Yam
250cc JR. CLASS
Eric W. Lloyd Bul
William Mallory Yam
James Frazier CZ
Thomas R. Arnold
Thomas Connally
Lewis Campbell
250cc SR. CLASS
Jack O'Leary Yam
Scott Robinson Hus
Jake DeBoe, Jr. CZ
John Loughlin Hus
David L. Dismukes CZ
OPEN CLASS
Bob Howard Hus
Rob Holbert CZ
Carlos Ramireo Yam
Richard Bigley CZ
Robert Rountree Yam

CYCLELAND SPEEDWAY
Chico, Calif.
July 4, 1970
By J. Noffsinger

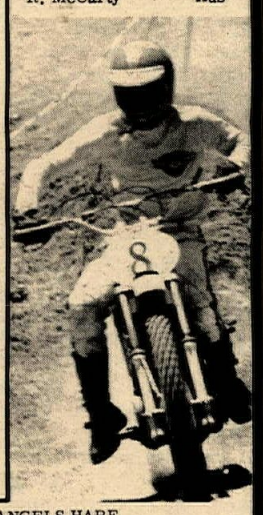
HANDICAP MAINS
100cc
John Allen Kaw
Lee Larson Kaw
Larry Smith Hon
200cc
Dan Toby Yam
Jim Hubbard Yam
Ron Hastings A-E
250cc
Dick Turner Tri
Jim Crenshaw Bul
Terry Hughes Hus
SCRATCH MAINS
100cc
Dan Tompkins Kaw
200cc
Jim Hubbard Yam
250cc
Jim Crenshaw Bul
B MAINS
100cc
Tom Southam Bul
200cc
Ron Alves Hon
250cc
Ed Housmann Bul

SCRAMBLES
Hayward, Calif.
July 11, 1970
By Bill Spencer

100 NOVICE
Jim Costa Bul
Don Franco Kaw
Randy Booth Bul
100 NOVICE B
Mark Hewitt Hod
Geo. Manchero Kaw
Mike Travis Kaw
100 AMATEUR
Mike Menesini Kaw
Steve Walker Kaw
125 NOVICE
Gary Comphel Bul
Nick Nazzisi Yam
Ron Sele Yam
175 NOVICE
Craig Michie Hon
Wade Ulrich Hon
Randy Robinson Hon
200 NOVICE
Larry Alexander Bul
Mike Stevens Bul
Charlie Wheeler Bul
200 AMATEUR
Pat Hennen Hon
Marty Webster Yam
Lee Benton Bul
250 NOVICE A
Gary Leopold Yam
Roland Kutaka Oss
Dennis Tomberdlin Bul
250 NOVICE B
Don Bernstein Oss
Fred Bush Bul
Dale James Bul
Roy Carter Kaw
250 AMATEUR
Doran Jewett Bul
Ted Bailey Oss
Steve Foster Bul
John Redmond Yam
Dave Pestoni Suz
John Emerson Oss
250 EXPERT
Paul Johnson Bul
Bruce Teixeira Bul
John Hlebo Yam
Scott Brelsford Bul
John Gennai Bul
Randy Love Suz
350 NOVICE
Bud Vargo Hon
Warren Robinson Hon
Greg Fambrini Hon
Manny Rendon Hon
350 AMATEUR
Dayne Taylor Hon
John Hall Hon
Ken Gallagher Hon
500 NOVICE
Howie Zangari Tri
Jim Cox Mai
Steve Winter BSA
Harry Jordan BSA
500 AMATEUR
Glen Lanoy Bul
Bob Lind Mai
Don Tindall Tri
500 EXPERT
Jim Foley Yam
Craig Fillmer Hon
Ken Dalla Hon
650 NOVICE
Rudy Jacobs Tri
Henry Sanchez Tri
Larry Trantham BSA
650 AMATEUR
M. Sarandria Tri
Bob Ganberger Tri
Ron Kain Tri
650 EXPERT
Rick Otto Tri
Bob Scally Tri
Phil Ray Tri
Tiffin Mullenax Tri

MOTOCROSS
Deadman's Point
July 19, 1970
By Dave Brown

100 DIV. I
J. Hoover Hod
F. Wilsford, Sr. Hod
S. Dickson Hod
100 DIV. II
C. Lee VT
B. Kuammer Hon
M. Booth Yam
100 DIV. II
C. Bryan Hod
B. Thompson Yam
B. Steffensen Gil
125 DIV. I
D. Coulter Yam
B. Nowak Yam
L. Bird Yam
T. Nowak Yam
125 DIV. II
T. Larson Yam
D. Meyer Yam
C. Waldrow Yam
J. Tucker Yam
125 DIV. III
J. De Windt Yam
D. Lawson Yam
P. Gratton Yam
B. Moon Yam
250 JR. DIV. I
R. Staten Oss
J. Hoover CZ
J. Sexton Yam
G. Whithead Hus
250 JR. DIV. II
C. Smith Oss
M. Buck Yam
T. Jay CZ
A. Baumann Yam
250 JR. DIV. III
D. Dickens CZ
L. C. Moors, Jr. Suz
M. Samuelson Yam
J. Smith Mai
250 JR. DIV. IV
C. Bybee Mai
D. Brown Yam
B. Nelson Yam
M. Faulkner Yam
500 JUNIOR
L. Cattis Hus
R. Clawson Hus
F. A. Eyre CZ
M. Cavorette Bul
250 SENIOR
J. Pavich CZ
L. Mulock CZ
G. Spellman Oss
500 SENIOR
R. McCarty Hus



LOST ANGELS HARE SCRAMBLES
Hi Vista, Calif.
July 19, 1970
By Dick Wright

Larry Bergquist	500 Ex	Bul
Tom Smith	500 Ex	Hus
Gary Griffin	250 Ex	Bul
Doyle Fields	Open Ex	Tri
Duffy Hamjleton	500 Ex	Hus
Dennis Pierce	250 Ex	Yam
Greg Winkel	250 Am	Yam
Jim Brown	250 Am	Bul
Mje Green	250 Ex	Yam
Tim Smith	500 Ex	Mon
Wes Anderson Jr.	250 Ex	Bul
Harold King	250 Ex	Bul
Rod Morrison	125 Am	Bul
Bill Walters	500 Am	Hus
Ron Hall	500 Am	Hus
Don Gaide	250 Ex	Hus
1st NOVICE		
Jerry McNeal	125 Nov	Yam
1st 250 NOV.		
Bruce Clag	250 Nov	Hus
100cc		
Terry Clark	Ex	H-D
Tom Brooks	Ex	Hod
Jeff Wright	Ex	Ric
Coris Brooks	Ex	Hod
Jack Froelich	Ex	Bul
Steve Fortner	Ex	Ric
Tom Sawyer	Am	H-D
Fred Hawkins	Am	Hod

AMA TT NATIONALS
Ascot Park
Gardena, Calif.
July 18, 1970

50-LAP EX. MAIN		15 LAP AM. MAIN	
Mert Lawwill	H-D	John Hateley	Tri
Gene Romero	Tri	Allen Kenyon	BSA
Dallas Baker	BSA	Terry Drosch	Tri
Dick Mann	BSA	Chuck Joyner	
Eddie Wirth	Tri	Tod Sloan	Tri
Rom Rockwood	Tri	Mike Van Acker	Tri
Paul Bostrom	Tri	Guy Smith	Tri
Bob Bailey	Tri	Ed Hermann	
Mark Williams	Kaw	Tom Clark	Tri
Chuck Palmgren	Yam	Dick Mills	Tri
Ralph White	Tri	Don Emde	BSA
Dave Hansen	Tri	Roger Ring	Tri

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TT SCRAMBLES
Madera Braves M.C.
Chowchilla, Calif.
July 18, 1970
By Jack Light

100 NOVICE
Greg Hensen Kaw
John Graver Kaw
Ron Lessley Suz
Dave Nelson Hod
125 NOVICE
Ric Armitage Yam
Mike Keith Yam
Doyce Stogner Yam
125 AM. EX.
Ron Tobey Yam
Bruce Baseman Bul
Neil McDonald Yam
200 NOVICE
Ronald Fuentes Bul
Jim Roach Bul
250 NOVICE
Richard Garica Bul
Stan Sanderson Bul
Richard Mabee Bul
Garey Trammell Yam
Stanley Fisher C-Z
250 AMATEUR
Alan Haydon Yam
Tom Francisco Mon
250 EXPERT
Dennis Huff Yam
Rick Pereira Bul
500 NOVICE
Jimmie Dunnagan BSA
Neil Bering Mon
500 AM/EX
Dennis Huff Yam
Loren Lowdersmith
650 NOVICE
Ernie Smithey Tri
650 AMATEUR
Henry Conklin BSA
Jim Lynch Tri
650 EXPERT
Carroll Jackson Tri
Louie Wood Tri

SHORT TRACK
Santa Rosa, Calif.
July 14, 1970
By Bill Spencer

HEAT 1
Dave Hansen Bul
HEAT 2
Jim Odom Bul
HEAT 3
Mark Brelsford H-D
HEAT 4
Ralph Waldman Bul
SEMI #1
Mark Brelsford H-D
Greg Hodges Suz
Jim Crenshaw Bul
SEMI #2
Ralph Waidman Bul
Jim Odom Bul
Al Kenyon Bul
Stan Anderson Bul
CONSOLATION
Mike O'Brien Bul
Dennis Huff Yam
Phil Ray Bul
Gordon Kimble Oss
MAIN
Jim Odom Bul
Ralph Waidman Bul
Dave Hansen Bul
Al Kenyon Bul
Jim Crenshaw Bul
Stan Anderson Bul
Greg Hodges Suz
Mark Brelsford H-D

ASCOT TEAM
MOTOCROSS
Gardena, Calif.
C.M.A.
July 19, 1970

MOTO 1
Blue 44
Orange 34
MOTO 2 PTS.
Blue 44
Orange 34
MOTO 3 PTS.
Blue 40
Orange 38
250cc SENIOR
Jim Wilson Gre

TT SCRAMBLES
Jackrabbits
Elsinore, Calif.
July 19, 1970
By Maureen Lee

250 NOVICE MAIN
H. Cheetwood Bul
R. Smith Bul
250 AMATEUR MOTO
Steve Smith Yam
Ron Ringen Kaw
Steve Mudd Bul
250 EXPERT MAIN
J. Carmello Yam

TT
Perris, Calif.
July 18, 1970
By Elaine Jones

50cc
Marc Jones Suz
Ron Bell Suz
David Johnson Yam
POWDER PUFF
Sandra Lambert Yam
Penny Terry Yam
Marta McCord Yam
100cc NOV. DIV. I
Keith Crecelius Kaw
Steven Bales Kaw
Mike Byers Hod
100cc NOV. DIV. II
Joel Carmello Yam
Bill Elwess Hod
Jess James, Jr. Bul
100cc NOV. DIV. III
Stan Patterson Kaw
Jim Yandell Bul
Andy Baldwin Kaw
100-125cc A-E
Rob Morrison Kaw
Robert Sanders Kaw
Paul Lambert, Jr. Yam
125cc NOV. DIV. I
Greg While Yam
B. J. Hayden Yam
Stewart Dowd Yam
125cc NOV. DIV. II
Larry Kosch Yam
Mike Moon Yam
Keith Reppond Yam
175-200cc
Jamey Blunt Oss
G. Bellencourt Bul
John Surinko Bul
250cc NOV. DIV. I
S. Scritchfield Yam
Steve Brewer Yam
L. Stapleton Yam
250cc NOV. DIV. II
Stew Cox Bul
Bill Elwess Suz
Don Emmons Bul
250cc NOV. DIV. III
Mike Myers Yam
Jim Barnes Yam
Bill Lail Yam
250cc A-E
Bob Kline Bul
Tom White Bul
Tim Hart Mon
NOV. MOTO A
Jim Fishback Yam
Gill Geoff H-D
Bruce Prior H-D
NOV. MOTO B
Larry Powell Tri
L. Stapleton Yam
David Atkinson Tri
AM. EX. MOTO
Jim McClurg Yam
Paul Lambert Yam
Ron Ringon Kaw
MINI-BIKE A
Greg Byers
Mike Byers
Dave Henson
MINI-BIKE B
Greg Byers
Robert Kimball
Alfred Lowe
MINI-BIKE C
Roy Leafgren
Jeff Hensen
Richard Clubb

Tom Rapp Bul
Tim Hart Mon
J. McDonald Yam
Chuck Lunde CZ
Jim O'Neil CZ
500cc SENIOR
Jim Wilson Gre
Tim Hart Mon
Jim West AJS
John Maynard Mai
Kurt Markham Hus
Ron Bunn CZ
125 EXPERT
John Rice Sac
Bob Messer –

Danny Hockie Oss
Chuck Gann Bul
POWDER PUFF
Eulene Long Kaw
350 500 OPEN NOV.
D. Kuhnhoff Mai
C. Tanner Mai
W. La Counte Hon
350 500 OPEN AM. MOTO
Jerry Orcutt Ric
Jay Wahls (tie) Tri
Ralph Porzelt Tri
350-500 OPEN EX. MOTO
Ron Ringen Kaw
Ray Nicholls Yam
John Isaacs Yam

SPEEDWAY
Orange County, Calif.
July 15, 1970
By Rich Hoffman

0-125cc JR. TT
Scott Smith Yam
Phil McDonald Yam
Keith Crecelius Kaw
0-125cc SR TT
Gary Scott Kaw
Ray Vanderpool Yam
Bob Sanders Yam
Jeff Sexton Yam
Randy Bailey Yam
Dennis Briggs Kaw
250cc JR. TT
Scott Smith Yam
Michael Dailey Yam
Brad Wilmert Oss
250cc SR. TT
Gary Scott Bul
Greg Wickam Bul
Ray Vanderpool Yam
Jim Peterson Oss
Randy Riggs Yam
Ron Ringen Kaw
500cc JR. TT
Phil McDonald Yam
Steve Thomas BSA
Lanny North Hon
500cc SR TT
John Isaacs Yam
Gary Scott Yam
Ron Ringen Kaw
Dave Tudor Tri
Ray Vanderpool Hus
175-200cc
0-125cc JR. ST
Phil Mc Donald Yam
Jeff Sexton Yam
Steve Flowers Yam
Keith Crecelius Kaw
0-125cc SR. ST
Gary Scott Kaw
Scott Autrey Yam
Steve Nichols Yam
Bob Sanders Yam
Jeff Sexton Yam
Dave Tudor Yam
250cc JR. ST
Scott Smith Yam
Tony Dell Oss
Robby Mac Ewen Yam
250cc SR. ST
Gary Scott Bul
Scott Autrey Yam
Jim Peterson Oss
Randy Riggs Mon
Greg Wickam Bul
Steve Nichols Yam
500cc JR. ST
Bill Goff H-D
Phil McDonald Yam
Robby Mac Ewen Tri
Jim Youngblood Yam
500cc SR ST
Gary Scott Yam
Jim Peterson BSA
John Isaacs Yam
Dave Tudor Tri
R. Vanderpool Hus
Chris Smith Yam

SPEEDWAY
Orange Cty. Fairgrounds
July 17, 1970
By Mike Capalite

FAIR DERBY MATCH
Bill Cody Jaw
Steve Bast
FAIR DERBY MATCH
Rick Woods Jaw
Sonny Nutter Jaw
HANDI CONSOLATION
Bill Cody Jaw
Mike Konle Jaw
Rick Blake JAP
Scott Sutry JAP
Terry Graham Jaw
Jim Anderson Jaw
SCRATCH CONSOL.
Larry Shaw Jaw
Jim Gresham Jaw
L. Heinselman Jaw
John Fishburn Jaw
STRAW HAT TROPHY
Bill Cody Jaw
Rick Woods Jaw
2nd DIV. MAIN
Bruce Flanders JAP
Larry Moon JAP
James Foze Jaw
Butch Fishburn Jaw
Don Cullum Jaw
Jerry Singer JAP
HANDI MAIN
Larry Shaw JAP
Jim Gresham Jaw
Rick Woods Jaw
Jim Doron Jaw
Sonny Nutter Jaw
Steve Bast Jaw
SCRATCH MAIN
Steve Bast Jaw
Sonny Nutter Jaw
Rick Woods Jaw
Bill Cody Jaw

PERRIS TT
Perris, Calif.
July 15, 1970
By Elaine Jones

50-100cc
Skip Gallagher Kaw
Randy Smith Suz
Mark Baily Hon
100cc NOV. DIV. I
Dick Jenkins Hod
Rick Sandburg Suz
Steve McCabe Kaw
100cc NOV. DIV. II
Rick Milner Kaw
Mike Rohn Kaw
Jess James, Jr. Bul
125cc NOVICE
Joel Carmello Yam
George Gillespie Yam
B. J. Hayden Yam
125cc A-E
Kay Kanaki Yam
Greg White Yam
Ron Lambert Yam
250cc NOV. DIV. I
John Carmello Yam
Bill Lail Yam
Frank Eggers Yam
250 NOV. DIV. II
Stew Cox Yam
Hal Cheetwood Bul
John Mudd Yam
250cc A-E
Paul Lambert, Jr. Yam
Chuck Wheat, Jr. Mai
John Carmello Yam
OPEN MOTO
Tony Denius Yam
Chuck Wheat Mai
Vince Graves Mai
MINI-BIKE A
Dave Hensen
Mark Ballard
Robert Friese
MINI-BIKE B
Daniel Kelly
Donald Keeling
Eugene Ford
MINI-BIKE C
David Jones
Kevin Larrick
Jeff Hensen

ROAD RACE
American Cycle Assoc.
Willow Springs
July 19, 1970
By Phillip Pascoe

SR. GRAND PRIX CLASSES
50cc CLASS I
Jim Evans Suz
Richard Seifriet Hon
Randy Riggs Hon
50cc CLASS II
Don Wicks Vam
Ed Kelly Vam
100cc
Steve Johnson Kaw
Avery Hensley Kaw
Rudy Reynosa Yam
James McWorthy Bri
Pat Evans Hod
125cc
Ron Pierce Yam
Don Wicks Yam
Chief Galbraith P-S
Dick Carlson Suz
175cc
Stan Smith Bri
Frank Smith Bul
200cc
Pat Evans Yam
Dick Pearce Gre
Al Mark Bul
Jim Damron Oce
250cc
Jody Nicholas Yam
Don Emde Yam
Scott Autrey Yam
Steve Mallonee Yam
350cc
Barry Provisor Yam
Pat Hynan Yam
Mike Velasco Bri
John Weigel Mon
500cc
Jody Nicholas Suz
Dave Damron Kaw
Wade Killen Kaw
OPEN
John McGillivray Nor
George Kerker Nor
JR. GRAND PRIX CLASSES
130cc
Mark Goslee Kaw
Peter Kushdilian Bri
James Haberlin Bri
125cc
AL Krupa Duc
175cc
Mark Revels Hon
200cc
WM Bertram Suz
250cc
Pat Evans Yam
Phil Mc Donald Yam
350cc
Richard Sherer Hon
Doug Stanton Hon

SPEEDWAY
Bakersfield, Calif.
July 18, 1970
By Joan Crawford

FEATURE MATCH RACE
Rick Woods
Larry Shaw
SCRATCH SEMI
Bill Cody
Larry Shaw
Dennis Gildehaus
John Fishburn
HANDI SEMI-FINAL
Mike Konle
Rick Blake
John Fishburn
Larry Shaw
Mike Lnae
Jim Gresham
2nd DIV. MAIN
Ed Schweitzer
Mike Keen
Freddie Ortiz
SCRATCH CONSOL.
John Fishburn
Dennis Gildehaus
Rick Blake
Rick Woods
HANDI CONSOLATION
Jim Gresham
Larry Shaw
Mike Lane
Frank Roseberry
Stu Morley
Joe Roseberry
SCRATCH SEMI
Mike Konle
Stu Morley
Rick Blake
Rick Woods
HANDI SEMI
Rick Woods
Bill Cody
Dennis Gildehaus
Stu Morley
Joe Roseberry
Frank Roseberry
SCRATCH MAIN
Bill Cody
Mike Konle
Larry Shaw
Stu Morley
HANDI MAIN
Bill Cody
John Fishburn
Rick Woods
Mike Konle
Rick Blake
Dennis Gildehaus

Steve Firestone H-D
Bennie Riddle Yam
500cc
Charles Gulyash Kaw
OPEN
John Hodges Nor
LIGHTWEIGHT PRODUCTION
100cc
James McWorthy Suz
James Haberlin Bri
175cc
Duane Bygum Hon
200cc
Pat Evans Yam
Al Mark Bul
Jim Damron Suz
HEAVYWEIGHT PROD.
Pat Evans Suz
Rod Murufas Oss
Adam Pollack Bul
Robin Cleary Suz
350cc
Ron Pierce Yam
Ray De Long Kaw
Richard Sherer Hon
Randy Dawes Yam
Doug Stanton Hon
Mike Fairfield Suz
Mark Heyer Bri
Dick Pearce Suz
500cc
Dick Kilgroe Kaw
Charles Gulyash Kaw
OPEN
George Kerker Nor
SIDE CARS
Dean Hummer H-D
Rulon Gulbransen
Oswald Auer Kaw
Walt Garnett
Al Neugrand BMW
Rick Richards Tri

CMC MOTOCROSS
Brisbane, Calif.
July 19, 1970
By Arnold J. Katz

125 JR. DIV. I
Bill Grossi Yam
Doug Nelson Bul
Mark LaRue Pen
Steve Ballard Bul
Jim Dieu Sac
125 JR. DIV. II
Jerry Kole Yam
Frank Tabor Yam
Steve Elstins Yam
Jon Morgan H-D
Rich Patterson Bul
250 JR. DIV. I
Larry Batistoni CZ
Chris Carter Mai
Ray Atkinson Hus
Rob Foole Oss
John Geer CZ
250 JR. DIV. II
Dave Koss Oss
Bob Malley Hus
Ron Womach Yam
Howard Hendry Oss
Steve Bedilion Bul
250 JR. DIV. III
Dave Taylor Bul
John Killeen Kaw
Rich Colindres CZ
Harlow Dougherty AJS
Bill Green Oss
250 SR.
Phil Jacobson CZ
Brod Lachey Sac
Ron Stockman Oss
Chris Willem AJS
Darryl Courtright AJS
500 JUNIOR
Don Malley Hus
Carl Roderick Mai
Dillan Cook Mai
William Grossi BSA
Troy Durham Hus
500 SENIOR
Brad Lachey CZ
Don Stokes CZ
John Dieu Hus
Bruce Kelley Hus
Bill McClinton Yam

MOTOCROSS
CMC Golden State Series
Saddleback Park, Calif.
July 19, 1970
By John Shedd

100 JUNIOR
R. Harer Pen
B. McKee Hod
R. Colson Sac
125 EX-INT
L. Pfutzenreuter Bul
B. Vacca Sac
P. McCarty Bul
J. Beauchamp Sac
C. Cotton Bul
125 JUNIOR DIV I
J. Garcia Bul
S. Porter Bul
M. Garrett Pen
125 JR. DIV. II
L. Dunn Bul
B. Sears Yam
M. Crawford Bul
125 JR. DIV. III
C. Hecker Pen
G. Thatcher Bul
R. Maeda Bul
125 JR. DIV. IV
I. Hugoeley Bul
G. Anderson Sac
T. Darrah Sac
250 EX-INT
M. Runyard Mon
B. Urban Mai
B. Holcomb CZ
J. Rubcic CZ
D. Smith Oss
250 JR. DIV. I
J. Jackson Hus
B. Merrick CZ
G. Nichols CZ
250 JR. DIV. II
C. Hagen Mai
T. Sugg Hus
B. Test Yam
250 JR. DIV. III
S. Shipkey Yam
C. Rouse CZ
R. Wike Mon
250 JR. DIV. IV
D. Reynolds Mai
B. Fickling AJS
M. Hunt CZ
500 EX-INT
P. DeBenedetti Mai
M. Runyard Mon
S. Hammer AJS
D. Baker CZ
R. Fry Hus
500 JR. DIV. I
W. Burrell Mai
J. Barclay Hus
B. Coates CZ
500 JR. DIV. II
J. Healy CZ
B. Schaffer CZ
R. Domingues –

MESA TT
San Diego, Calif.
July 19, 1970
By Bill Goodman

POWDER PUFF
Lorri Fuller Kaw
Kathy Collie Kaw
Debbie Reon Hod
100cc NOVICE
Mike Wilder Kaw
R. Anson Kaw
J. Montez Hod
125 NOVICE
B. Jeffries Yam
G. Brugh Yam
T. Carroll Yam
125cc AMATEUR
M. Barbani Yam
M. McClies Yam
T. Worfolk Yam
125cc EXPERT
E. Roloff Yam
J. Brockman Kaw
R. Vanderpool Yam
200cc ALL
J. Swinko Bul
T. Goodman Bul
B. Darnell Kaw
250cc NOVICE
R. Kinning AJS
S. Jones Oss
L. Horstman Yam
250 MAIN AMATEUR
J. Swinko Bul
B. Montgomery Bul
D. Ocheltree Yam
250cc EXPERT
R. Vanderpool Yam
C. Beyers Yam
S. Peluso Yam
OPEN NOVICE
S. Sharp Mat
D. Sibley Tri
R. Richarson Tri
OPEN EXPERT
J. Harmon Nor
C. Beyers BSA
R. Vanderpool Hon

SHORT TRACK
Fremont, Calif.
July 19, 1970
By Bill Spencer

650 EXPERT
Dan Hughes Tri
Tiffen Mullenax Tri
Jerry Chadim Tri
500 EXPERT
Jim Foley Yam
Duane Spence Mon
250 EXPERT
John Green Mon
Bruce Teixeira Bul
John Gennai Bul
650 AMATEURA
Rick Johnson BSA
Jim Morrill Tri
350 & 500 AMATEUR
Larry Schultz Hon
Ken Caldwell Hus
Dayne Taylor Hon
250 AMATEUR
Steve Foster Bul
Pat McCaul Yam
Bob Rickerts Bul
175-200 AMATEUR
Dan Cosio Bul
Buffalo Willis Bul
100 AMATEUR
Owen Golway Hon
Mike Menesini Kaw
650 NOVICE
Ron Talbot Tri
Roy Meade Tri
Dave Frediani Tri
500 NOVICE
Dennis Spence Bul
Mark Jensen Tri
David Speights Mai
350 NOVICE
Terry Code Hon
Eric Bengtsson H-D
Rich Porter Bul
250 NOVICE
Roy Meade Yam
Gary Leopold Yam
Jim Moyles Bul
200 NOVICE
Charlie Wheeler Bul
Delmar Kimbal Bul
Mike Stevens Bul
175 NOVICE
Craig Michie Hon
Randy Robinson Hon
125 NOVICE
Nell McGregor Yam
Randy Miller Yam
100 NOVICE
Jeff Eide H-D
Don Franco Kaw
Larry Shank Kaw

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
July 16, 1970

100cc JUNIOR
Dewayne Jones Yam
M. Mulconery Hon
R. Brooks Kaw
Tim Lunde Yam
125 EX-INT
Tim Hart Eag
Bob Messer Sac
John Maynard Mai
Jeff Wright Met
125cc JUNIOR
Kevin Porter Sac
M. Garrett Pen
Scott Hoffee Bul
Ray Lopez Yam
250 EXPERT
Jim Wilson Gre
Tim Hart Mon
Bob Messer Bul
F. Cox CZ
250 JUNIOR
Dave Pessey Oss
Robin Bellach Mai
Dick Macormick Oss
John Hawthorne Oss
500 EXPERT
Jim Wilson Gre
Tim Hart Mon
Rich Thorwaldsen Met
Bob Hershey Mai
500 JUNIOR
Bob Davis CZ
Mike Dailey Kaw
Mike Casper Mai
Art Amarillas Bul

SCRAMBLES
Elsinore, Calif.
July 11, 1970
By T. H. Paschal

MINI
G. Erickson McC
S. Miller Con
R. Wiseman -
POWDER PUFF
E. Smith Yam
K. Bachart Pur
J. Burks Oss
100 NOVICE I
T. Dewe Kaw
F. Baldozier Hon
D. Young Kaw
M. Reed Kaw
100 NOVICE 2
D. Hampton Kaw
M. Rohn Kaw
G. Erickson Suz
R. Smith Suz
125 NOVICE
D. Johnston Yam
R. Halbrook Yam
R. Minghelli Yam
C. Denning Yam
200 NOVICE
D. Pettit Yam
J. Porter –
A. Harmon Hon
A. Armstrong Yam
250 NOVICE I
R. Holmes Yam
D. Ridderhoff –
R. Smith –
B. Hosford Bul
250 NOVICE 2
R. Kinnings –
S. New Bul
G. Hogan CZ
R. Erickson Oss
350 NOVICE
W. La Counte Hon
T. Garvett Bul
500 & OPEN NOV
C. Turner Mon
S. Lowell Mon
D. Williams Mon
E. Carlson BSA
125 EXPERT
D. Quick Yam
S. Swadge Yam
D. Daigh Yam
L. Robinette Yam
250 EXPERT
J. Sperry Oss
V. Hannon Kaw
T. Berry Bul
R. Ringen Kaw
350-500 OPEN EXPERT
J. Sprague Tri
E. Steffen Yam
R. Marquis Hon
R. Ringen Kaw
SPECIAL EXPERT
V. Hannon Kaw
J. Sprague Tri
L. Hardison Bul
SWEEPSTAKES
D. Hopkins Suz
T. Berry Kaw
S. Swadge Kaw
R. Tripp Kaw

All Dick Mann can do is win the race.
(and that's a lot!)

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Tom Walsh
Advertising Manager

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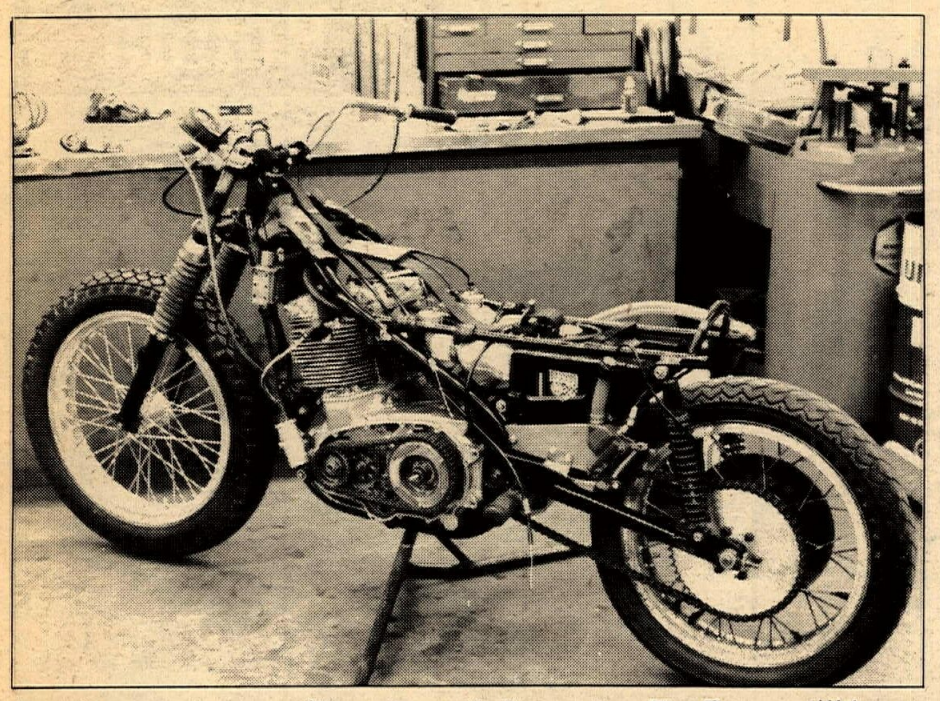
B.S.A. And Triumph Three's For The Mile



A roadracer on its way to becoming a mile flat tracker. The Beezer still has a roadracing tire on the rear while the front has already been changed for the dirt.

By Bruce Braly

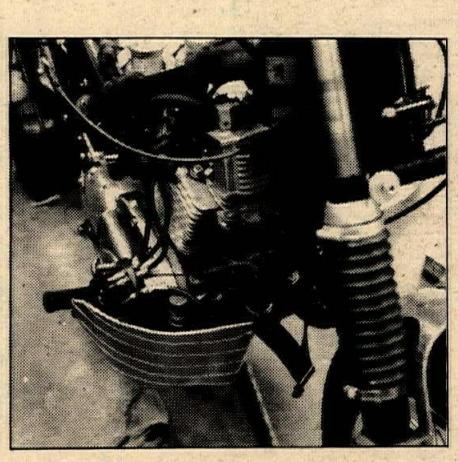
DUARTE, CALIF., July 16, 1970 – The sound of the screaming B.S.A. and Triumph 3's will be heard again this Sunday at the AMA Mile Track National to be held in Santa Rosa, California.

These machines are originally road racers that are now being converted for mile track competition. This may at first thought seem strange because dirt track racing and road racing are so different. But surprisingly, as Lloyd Bulmer, technical representative for B.S.A.-Triumph explained, not all that much has to be changed to make the bikes suitable for the dirt.

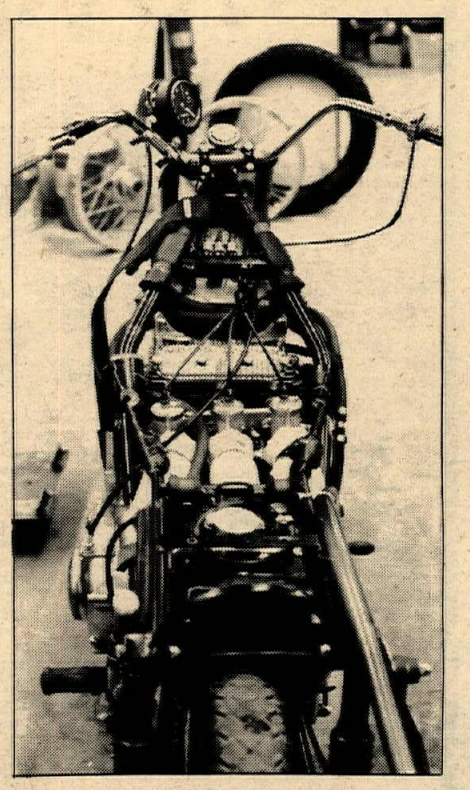
The frames, specifically built for road racing, remain as they came from the factory. The front forks have been change, using components from both B.S.A. and Triumph, with the lower fork legs the same as those used on 1969 Victors. The rake remains the same but the trail was altered slightly. A single disc brake is employed in the rear with no brake on the front. Both a foot lever, mounted on the right side, and a hand lever, mounted on the right handlebar, actuate the rear brake – the rider using whichever he feels most comfortable with. The complete bike will weigh approximately 380 lbs.

The engines are the same as they came from the factory for road racing. Carburetion, piston, cam, and head work were about the only changes performed by the factory before they were sent to the U.S. for competition. When the engines first arrived one was put on the dynamometer. It recorded 83 bhp @ 8500 rpm and all engines are said to be equal in output. The bottom ends are stock! Transmissions were changed from five speeds, as used on the road racers, to four speeds since the extra speed wasn't needed and a small saving in weight could be realized.

Three B.S.A.s and three Triumphs are being prepared. Dave Aldana, Jim Rice and Dick Mann will be B.S.A. mounted. Gene Romero, Gary Nixon and Don Castro will be on Triumphs. Watch for them this Sunday if you can make it to Santa Rosa, and listen for that far out sound.



Rice's bike has been converted so that a distributor could be mounted, rather than having 3 coils and condensers. Notice the cardboard mock-up for a shield.



This rather different frame configuration means that the gas tanks will have to be cut down considerably so that the rider will be able to get down out of the wind.

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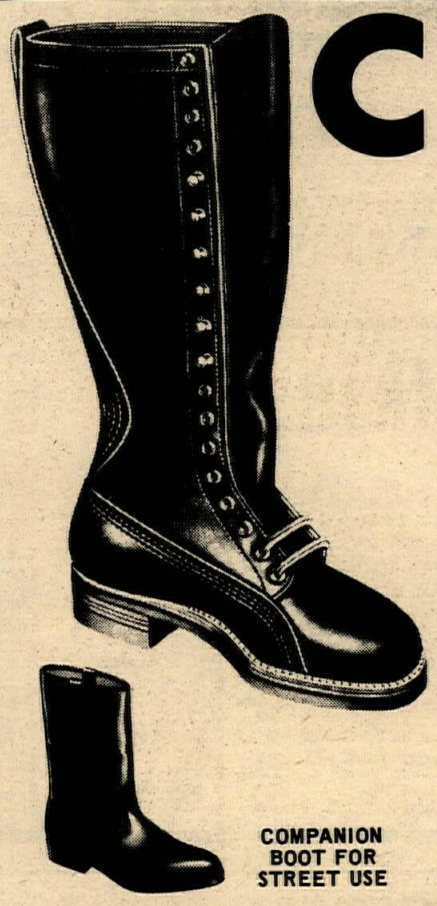

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moto views: ...John DeSoto

By Ron Szilagyi

John DeSoto, native Hawaiian, is currently competing in the Viking Series against top European motocross riders. His goal is to be the top MX American racer. The past three performances show he may just make it.

Torlief Hansen pulled into the pits first followed by Heikki Mikkola. They are, of course, Europeans and two of the best motocross riders in the world. The third man to finish would be unidentifiable if it were not for the 799 screwed to his CZ. He pulled into the pits, covered with heavy ash, and barely breathing after 30 minutes out on the exceptionally dusty course at Graham Speedway in Puyallup, Washington.

His father dampened a rag and pulled off the rider's helmet and goggles. The rider began wiping the black dirt from his face. Soon he was cleaned up to a respectable degree and relaxing on a lounge chair. A small crowd of people peered at him in somewhat of an awe but kept their distance of 15 to 20 feet. They had heard of John DeSoto, and now they saw him after finishing third against Europeans.

"I'd like to become the No. 1 motocross rider in America," the native Hawaiian says while sipping a cold drink to clear his dry throat. "I think I can; I've been top American finisher in the first three of the Viking series."

Two young boys each nudge the other to go first to ask for an autograph from the man who also does stunt riding for the tv series "Then Came Bronson" and a movie, "C.C. Ryder".

"I first started riding at 7 on a Harley 61," he reminiscences. "That's when Dad (John Cobra DeSoto Sr.) was the Champion rider in Hawaii for 10 years."

"John told me he wanted to ride motorcycles," his father adds. "We didn't know what to say, but I guess we've been lucky – John's done so well."

The DeSotos are a closely knit family which has helped the young racer greatly. They attempt to see as many races as they can and Mama DeSoto, the perfect stereotype of the large Hawaiian mothers, is a big hit with the other riders.

The oldest of three children, John Jr. first started riding "for the fun of it, but now it's a full time job." This job is earning a good living for his family. He is presently organizing motorcross schools, two of which are scheduled to begin in the very near future at Bay Mare and in Phoenix. But, first he is out to complete the Viking Series.

"Can we have your autograph, sir?" says one of the two boys. John smiles and obliges; it's now part of the routine... the routine of John DeSoto.

...Larry Watkins

Larry Watkins is a somewhat unique teenager. But to see him wailing down the street or seated in a classroom you wouldn't believe it. He's not exceptionally tall for his age, nor is he the rare genius with an IQ above 200. But, he is unique in that he is a 13-year-old AMA motocross Expert.

On weekends when boys of his age are usually on the ball field, Watkins is on a racing track somewhere in District 37. Here, he is gaining the respect of adults other boys will not receive for another 10 years.

He is small and not very strong, which is a difficult thing to contend with in motocross. But Larry makes up for it in ability, and, he admits, he's had a good teacher in John DeSoto.

"John has taught me a lot," he explains, "but, there are lots of fast riders like at Bay Mare. There is Terry (2) Bilton who can't lose because he knows the track." But, he still sticks in with "the big boys".

Watkins started on a Honda 50 before moving up to a Moto Beta and, later, to a Sachs 100. On the latter bike, he won his first MX. Soon, he moved up to a 360cc Maico and went after AMA motocross points.

In April of this year, he turned Amateur and began learning from DeSoto. The lessons paid dividends and in months Larry turned Expert.

At such an early age when most boys haven't really begun to think about a career, Larry Watkins has already made up his mind regarding his future. It's not surprising that he wants to be a professional motorcycle racer. "I'd like to be like Preston Petty and John DeSoto," he visions. "You know, to ride motorcycles and get paid for it."

In addition to his daily riding schedule, he runs and swims to build up his endurance and strength, much of which will grow on his small frame in the next few years.

Larry Watkins is indeed a unique boy of 13. He's already tasted the flavor of victory, something a great deal of people never experience. What makes him tick is that thrill, the thrill of one moment "when you come off a jump...winning."

It's difficult for a boy of 13 to compete as an Expert, but Larry Watkins is doing just that...and winning.

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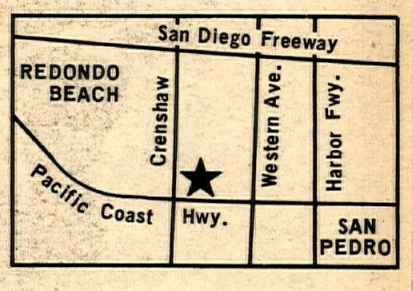

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MASHBURN WINS ASCOT

GARDENA, CALIF. July 17, 1970– First year Expert, Keith Mashburn, powered the first year Yamaha 650 to its first major one-half mile victory Friday night before a S.R.O. crowd on hand to watch the Nation's top Experts do battle for the $4000 purse, tonight beefed up for Yamaha International's "Yamaha Night."

"I was really confident," Mashburn said after the race. "I told all of my relatives to skip the National (TT race at Ascot the following night) and come out Friday because I was going to win."

And win he did. Coming off the line and into the first corner, Mashburn was running third behind Mert Lawwill in second place and the night's fast qualifier, Mel Lacher. But by the second lap, Lacher had been relegated to third, and Lawwill took over first, with the Yamaha factory rider, second. Gene Romero and Jim Odom were starting to work their way up through the pack, and Lawwill was holding, if not increasing, his lead.

But on the fifth lap, it happened: Lawwill's Harley-Davidson – as it has so many times this year – blew, and he coasted to a stop on the outside of the track. And that was just about all Mashburn needed. Romero briefly moved into second, but Odom wasn't having any of it and quickly displaced him on the seventh lap and went after the speedy Mashburn.

Don Castro, after a poor start, was moving his way through the pack, but the real battle was in front between Mashburn and Odom.

For eight laps, Odom chased Mashburn around the Ascot oval, very seldom more than a bike length behind. In the corners, Odom would close the gap and look as if he might pass. But in the straights the 20 year old from Santa Susana would leave the frustrated Odom in the dust.

And that's the way it ended Friday night: Mashburn first, Odom second, Lacher third and Castro fourth. Romero probably would have figured in the final results had not mechanical problems forced his retirement in the 11th lap.

Mashburn totally credits his win to his new tuner, one of the best known in the business, Shell Thuet. The owner of Shell's Motors in Lynwood has apparently created a masterpiece that was one of the, if not THE, most powerful machines on hand for the event (Unfortunately, Shell has not yet worked on Keith's TT bike, which undoubtedly contributed to his poor showing at Saturday night's National).

Another highlight of the evening occurred in the second Expert heat race, when Dave Aldana, who had been given the third row for jumping the flag, was left at the starting line, when the starter failed to honor his raised hand. The crowd soundly booed the action from the start until well after the end of the race.

Aldana, apparently ired by the starter's action and his inability to transfer to the Main or the semi, came back strong in the trophy dash, with an impressive and spectacular win over his three rivals.

A large rider turnout allowed only one – or in some cases, two – direct transfers to the Main from the heats. The remainder of the positions were filled from the Semis.

Kenny Roberts, very much at home at Ascot, socked it to the Novice field, after a brief tussle with track rival, Gary Scott.

And another Ascot regular, John Hateley, emerged victorious in the Amateur go. Hateley managed to work his way up from back in the pack for the win.

All in all, it was a very good show for the nearly 10,000 fans in attendance. And for Keith Mashburn it was an even better show, as he deposited an even $1000 in the bank first thing Monday morning.

(Results on page 26)

Trophy Dash winners Dave Aldana and Kenny Roberts receive their due.

Keith Mashburn leads Mert Lawwill and Gene Romero through Ascot's south turn. Mashburn went on to win the Expert Main and Lawwill and Romero both retired with mechanical problems.

Last minute adjustments are made in the Harley pits.

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CALENDAR

(Continued from page 2)

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

FRIDAY, JULY 31st

SCRAMBLES by Hi-Hats M.C. at Vallejo Speedway in Vallejo, Cal. AMA sanct. Pract. 5:30 to 7 pm. Races at 8 pm. $2 rider entry per motor – all classes. High point trophy for all classes. Info: (707) 644-0741.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1, under 8 free.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

SCRAMBLES at Hangtown Speedway, El Dorado County Fairgrounds, Placerville, Calif. Limed from Highway 50 & Placerville Drive. Signup and pract. 5:30 to 7 pm, racing at 8 pm. All AMA classes. $2 to ride or watch. Info: (916) 622-0209.

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl. Entry $2 per motor. Info: (209) 368-7182.

SATURDAY, AUGUST 1st

SPORTSMAN SCRAMBLES at Oregon Sidewinders Race Track. AMA sanct. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022, 24 hrs.

MOTOCROSS by IRE and CMC at Bay Mare. All American Sportsman Championships. 100-125-250-Open classes. $5 mail entry to IRE/CMC All-State Championship, 6605 Desoto, Canoga Park, Cal.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6 pm, practice at 7:30 pm, races at 8 pm.

SCRAMBLES by Oasis Scramblers and Fallon Lions Club at Fairgrounds on Hwy 50-95, Fallon, Nevada. AMA Sportsman cards, entry $2.50. Signup and pract. 5 to 7 pm, racing at 7:30 pm.

20 LAP NAT'L FLAT TRACK CHAMP. at Tulare County Fairgrounds, Tulare, Cal. AMA sanct., $6000 purse. Time trials 6:30 pm, races at 8:15 pm. Gates open 6 pm. Adm. $4.50, reserved $5.50, Box $6.50. Info: H.E. Murrell Ent., 505 W. Kearney Blvd., Fresno, Calif. 93706. Ph: (209) 485-9155.

PRACTICE at Huntington Beach Cycle Park. Moto-X, Speedway and Minis. Hours 10-4. 7561 Talbert. Info: 897-4458.

SPORTSMAN SHORT TRACK at Cycle Land Speedway 14 miles south of Chico at Hwy. 99E and Gage Shippe Rd. Signup 7-7:30 pm, pract. 7:30-8 pm, first race 8:30 pm. $1.50 ride or watch. AMA sanct.

SAT. & SUN., AUG. 1st & 2nd

PONDEROSA HARE SCRAMBLES by Greyhounds M.C. 15 mi. East of Lancaster on Ave. J. 40% trophies. 3-9 mi. loops. Contingencies from Bardahl, Mc Hal, Fast. 10 am start. Info: 324-4747.

SUNDAY, AUGUST 2nd

SCRAMBLES at Saddleback Park. Info: (714) 639-5832.

MOTOCROSS by IRE and CMC at Bay Mare. All American Pro Championships. $10 entry.

SPORTSMAN 1/4 MILE SHORT TRACK by Wanderlust M.C. at Antioch Raceway, Contra Costa County Fairgrounds, Calif. $1.50 ride or watch. 200cc and 250cc. Signup 10 to 12 noon, pract. 11 to 12, races at 2 pm.

MOTOCROSS at Huntington Beach Cycle Park by H.R.A. Mail entry closes July 29 to P.O. Box FA, Westminster, Calif. 92683. Mail $3/post $6. Non-members ride Expert. 3 number plates. 7561 Talbert. Info: 897-4458.

MOTOCROSS by Everett M.C. at Startup, Wash. Follow signs on Hwy. 2. AMA sanction. Adults $2.50 students 12-17 $1.50, under 12 free.

EUROPEAN SCRAMBLES by Rescue 3 Inc. Two courses. 100 and 125 start at 9 am. 250 and open start at 10:00 am. 1st, 2nd, 3rd in each class eligible for special event to start at 11:00 and 11:30. 30% trophies for reg. event. 50% for special event. Limed from Victorville North on Fwy. $3.25 entry. Info: (714) 256-2805.

TT SCRAMBLES by Twin Wheelers M.C. AMA sanct. Signup at track. 0-200 pract. 7:30 to 8:45 am, first race 9 am. 201-open pract. till noon, first race 12:30 pm. Entry $2. Limed from Hwys 1 & 101. Track located at Perkins Rd. & Hueneme Rd., Oxnard, Calif.

MONDAY, AUGUST 3rd

MOTOCROSS by Cascade M.C. 2 mi. W. of Bend, Ore., on Shevlin Park Rd. Wide watered track. Races start at 1 pm, pract. at 10 am.

MON., TUES., WED., AUG. 3, 4, 5

PRACTICE at Huntington Beach Cycle Park. Moto-X, Speedway and Minis. Hours 12-7. 7561 Talbert. Info: 897-4458.

THURSDAY, AUGUST 6th

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 pm, 1st race at 7:30 pm. Info: (213) 923-9132.

CMC MOTOCROSS at Ascot Park, Gardena, Calif. Gates open 5:30 pm, 1st race at 7 pm. CMC membership and three readable number plates required.

FRIDAY, AUGUST 7th

SCRAMBLES at Hangtown Speedway, El Dorado County Fairgrounds, Placerville, Calif. Limed from Highway 50 & Placerville Drive. Signup and pract. 5:30 to 7 pm, racing at 8 pm. All AMA classes. $2 to ride or watch. Info: (916) 622-0209.

SCRAMBLES by Lodi M.C. at Lodi Cycle Bowl. Entry $2 per motor. Info; (209) 368-7182.

HALF MILE RACES at Ascot Park. New rooster tail track. Adults $2.95, Juniors $1. Under 8 free.

SCRAMBLES by Hi-Hats M.C. at Vallejo Speedway in Vallejo, Cal. AMA sanct. Pract. 5:30 to 7 pm. Races at 8 pm. $2 rider entry per motor – all classes. High point trophy for all classes. Info: (707) 644-0741.

SPEEDWAY RACING at Orange County Fairgrounds in Costa Mesa. 8 pm.

PRO TT at Oregon Sidewinders Race Track. AMA sanct., 40% purse-8 pm. SE Lawnfield Rd., East of 82nd, in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022 24 hrs.

SATURDAY, AUGUST 8th

HALF MILE FLAT TRACK. AMA Pro races at Clovis Rodeo Grounds. Ten miles northeast of Fresno, Cal. $1200 purse, pract. 6:30 pm, races 8 pm.

TT SCRAMBLES by Far West M.C. and the Six Rivers Racing Association. Follow state signs entering from north or south to Redwood Acres Fairground, located at the East end of Harris St. in Eureka, Cal. Night races.

TT SCRAMBLES by Perris Motorcycle Recreation Center, at Perris (Calif.) Raceway. Gates open at 6 pm, practice at 7:30 pm, races at 8 p.m.

SPORTSMAN SHORT TRACK at Oregon Sidewinders Race Track. AMA sanct. SE Lawnfield Rd., East of 82nd in Clackamas, Oregon, south of Portland. Info: D. Seifert, 13706 S. Carus Rd., Oregon City, Oregon 97045. (503) 632-3857 after 6 pm or 659-1022 24 hrs.

SCRAMBLES by Feather River M.C. Practice and signup 5-7 pm, race at 8 pm. AMA sanct., Triple M Speedway, near Marysville, Calif. 3 legible number plates required. Knobbies OK-cushioned track. Info: (916) 742-7785.

SHORT TRACK by North Bay M.C. at the Chris Beck Arena at the Sonoma County Fairgrounds, Santa Rosa. Entry $2, Adm. $2. Signup 4:30 to 6 pm. Pract. 5 to 6 pm, races at 6:30 pm. Info: (707) 838-2731.

SHORT TRACK by Rainier Sportsmans M.C. at Rainier Rodeo Grounds, Rainer, Wash. On Hwy 507 between Yelm and Tenino. Signup 7 pm, pract. 7:30, races at 8 pm. AMA sanct. Info: (206) 446-2401.

SPORTSMAN SHORT TRACK at Cycle Land Speedway 14 miles south of Chico at Hwy. 99E and Gage Shippe Rd. Signup 7-7:30 pm. pract. 7:30-8 pm, first race 8:30 pm. $1.50 ride or watch. AMA sanct.

SAT. & SUN., AUG. 8th & 9th

DRAG RACES at Marion County International Raceway. ACA sanct. Gas, fuel and street classes. Aug. 5th pre-entry deadline. Send to: M.C.I.R., Guthery Rd., LaRue, Ohio 43332. Info: (614) 499-4312.

SUNDAY, AUGUST 9th

SCRAMBLES by Eastside M.C. at Alviso Speedway, Alviso, Cal.

HARE SCRAMBLES by Sidewinders M.C. Limed from Red Mountain, Calif., and Trona Road. 9 am start. AMA Dist. 37 pts. $3.25 entry fee. Two 35 mile loops. Trail bikes go full distance. Info: (714) 372-5553.

TT RACES at Huntington Beach Cycle Park. $2.25 members, $2.50 non-members and ride Expert. 3 number plates. Signup 9-10:30. 7561 Talbert, H.B. Info: 879-4458.

J.C. Agajanian & H. E. Murrell Present
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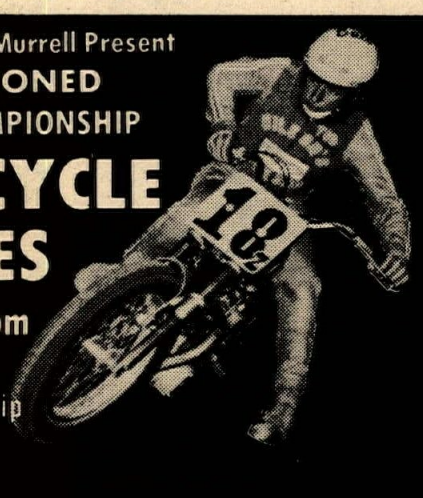
NATIONAL CHAMPIONSHIP
MOTORCYCLE RACES
Sat., Aug. 1, 8 pm
• Featuring All the National Championship Riders.
• Half Mile Flat-Track
TULARE FAIRGROUNDS



Another First For CMC Thursday NIGHTS
MOTOCROSS
Every Thursday
$400. purse
Pit gate open 4:30 pm
Pit gates and entries close 6:00 pm
Gates open 5:30 pm
1st race 7:00 pm
CMC membership
3 large readable # plates
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Desert riders call: 213 6538244

and find out what Suzie is going to do for you.

CLUB GUIDE

ACE OF CLUBS of Los Angeles M.C. Meets 1st and 3rd Fri. of every month except Dec. (1st Fri. only) 8 p.m. Club Address: 11106 Oak, El Monte, Calif. 91731

AFM SAN DIEGO CHAPTER. Organization of road racing, motocross and other forms of motorcycle sport. Non-racing personnel always welcome. Add: AFM San Diego Chapter, P.O. Box 3371, La Mesa, Calif. (714) 465-9700 or 442-3338.

A.M.A. (AMERICAN MOTORCYCLE ASSOCIATION) National sanctioning body. Address: Worthington, Ohio. Membership $2 one year.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, motocross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 528-4290.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Promotion and organization of road racing, motocross and other forms of motorcycle sport. Non-racing personnel always welcome. Chapters in Las Vegas, Los Angeles, San Francisco, Santa Barbara, Reno and St. Louis, Mo. PO Box 213, No. Hollywood, Calif. 91603.

AMERICAN MOTORCYCLE SERVICE ASSN. (AMSA) Emergency road service motorcycles. Dues $15 per year. 11520 San Vicente Blvd., Los Angeles, Calif. (213) 465-4780.

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

ARIEL OWNERS M.C. California Branch. Info: Austin Munger, 550 N. Hermosa Ave., Sierra Madre, Cal. 91024, (213) EL 5-3607.

BAKERSFIELD RED TOPS, 327 Olive St., Bakersfield, Cal. 93304. Meetings held last Wed. of month at Marino's, 622 E. 21st St., Bakersfield, Cal.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB – Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467-2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BLUE MOUNTAIN M.C. P.O. Box 590, Hermiston, Ore. 97838.

BMW CLUB of Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

B.M.W. CLUB OF SOUTHERN CALIFORNIA. Touring club for B.M.W. owners. Dinner meeting around the 25th of each month. Contact Bob Brown, 255 N. White St., Pomona, Calif. for membership information.

BRUSH BARONS M.C. Family club-sponsors races, competition riding, inter-club events. Meets second and fourth Tuesday of each month at 8:00 p.m. P.O. Box 82, Escondido, Calif., 92025. Info: (714) 746-8746 or 746-3839.

BRUSH BUMS M.C. of Pomona, 2nd and 4th Mondays each month. Contact President Richard Dickens at (714) 629-3792 or Secretary Yvonne Knight at (714) 593-5057. Club Address: 2220 7th St., La Verne, Calif. 91750.

BRUSH BUSTERS M.C. Desert riding and competition. Meets 1st and 3rd Wed. of month. Memberships open for evaluation. Information: phone (213) 696-3279.

BRUSH BUSTERS M.C. Family club. Meets every Thurs. 8 p.m. at B & B Motorcycle, 7412 Talbert Ave. Huntington Beach, Calif. 92646.

BUSHMASTERS INC. Dirt competition club. Meetings 2nd & 4th Thursday, 7 p.m. at The Banning Bowl. Info: Rich Walden, P.O. Box 921, Banning, Cal. (714) 849-8264.

CACTUS CATS CORONA M.C. A family club which rides desert competition. AMA charter. For info write K.C. Kleiber (Pres.), P.O. Box 881, Corona, Calif. 91720.

CALIF. EAGLES M.C. INC. road club. AMA charter. Meets 2nd & 4th Thursday at members' homes. P.O. Box 5041, Long Beach, Calif. 90805. Call (213) 444-6577 for information.

CALIFORNIA GOPHERS MC of Prado Park, AMA sanc. Address P.O. Box 2575, Bell Gardens, Calif. Meets 2nd -4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA MOTOR MAIDS M.C. Road riders club. (714) 685-6868.

CALIFORNIA MOTOSPORT CLUB. Specializing in promotion of motocross, all riders and non-racing personnel welcome. Membership $2 per year. C.M.C. P.O. Box 1402, Costa Mesa, Calif. 92627 or call (714) 646-3143 or (213) 465-7253.

CALIFORNIA RAINBOWS Road Club. AMA sanctioned. Address: 11152 Bunker Hill Dr., Los Alamitos, Calif.

CALIFORNIA TRAIL MACHINE ASSOCIATION. So. Cal. info from Bob Doke, 149 Apricot St., Oak View, Cal. 93022. Central Cal. info from Chuck Henry, P.O. Box 1508, Bakersfield, Cal. 93302. No. Calif. info. Don Keller, 4085 East Ave., Hayward, Cal. 94541.

CAL POLY PENGUINS M.C. Street/dirt motorcycle club. ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CENTRALIA MUD SLINGERS M.C. c/o Glen Hedge, Rt. 3, Box 38, Centralia, Wash.

CHECKERS M.C., 1710 Magnolia Blvd., Burbank. Inquire at Smitty's anytime. "A chance to mingle with the best." Wed. nite, 8:30 p.m.

CHANNEL RIDERS M.C. Road riders club.

CHICO M.C. Sponsoring field meets and Poker runs. 502 Cedar, Chico, Calif., 95926.

CLAIM JUMPERS M.C. Competition club, just started. Meetings every Tuesday 8:00 p.m. at Competition Cycles, 21217 Sherman Way, Canoga Park, 91303 (across from Bob's drive in). Info: (213) 347-1203.

CLASSIC & ANTIQUE MOTORCYCLE ASSN., 808 S. Church St., Visalia, Calif. 93277. Frank Conley, Secretary. Dedicated to the restoration, perservation, and antique motorcycles. So. Cal. Chapter: F.W. 'Rob" Robbins, 1000 N. Cambria Pl., Anaheim, Calif. 92801.

COACHELLA VALLEY M.C. AMA sanctioned comp. club. Meets every Wednesday. Address: 71-306 Hiway 111 Rancho Mirage, Calif. 92270.

COLORAMAS M.C. Meets 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CONEJO TRAIL RIDERS, c/o Roy Colett, Pres., 3402 Calle Quesbracho, Thousand Oaks, Calif. 91360. Need reps from all trail clubs in So. Cal. to discuss state plans for trail and camp areas.

CRESTLINE M.C., P.O. Box B-D, Crestline, Calif. Info: (714) 882-1818.

CRUISERS M.C. of Santa Ana A.M.A. sanctioned. Meets every 1st & 3rd Tuesday at 16841 Lynn St., Huntington Beach at 8 p.m. For information call (714) 836-5546 or 893-2309.

CYCLE CLUB OF 1st BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen. First Baptist Church, 14800 Sherman Way, Van Nuys, Calif.

DESERT M.C. An active desert competition club. Address: 12551 Scandia, Garden Grove. Phone (714) 897-3894.

DESERT CHALLENGERS M.C. For info write P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CREEPERS. Desert racing club, mostly married, racing and camping enthusiasts. Potential members call H. Jackson (213) OL 6-4299.

DESERT FOX'S M/C. Desert Competition Club. AMA sanction. Meets 1st and 3rd Thursday of each month at 7:30 p.m. at BDR Motorcycle Sales, Arrow Hwy., Azusa. Call Lloyd Powell at (213) 943-4697 for more information.

DESERT KNIGHTS M.C. A desert competition club. Meetings held second and fourth Tuesdays at Reseda Park Recreation Center on Victory Street at Reseda Blvd. Info: (213) 340-8538 or (805) 495-7719.

DESERT TURTLES M.C. INC. PO Box 146, Hawthorne, Calif. 90250. Family riders, desert competition club. AMA sanc. Novice riders welcome. Call (213) 676-7260.

DIRT DIGGERS NORTH M.C. Active competition club, meets every Monday 8 p.m. at the Whitefront, Rocklin, Calif. Mail address: P.O. Box 338, Orangevale, Cal. 95662. Phone (916) 988-3524.

DIRT DIGGERS M.C. AMA Sanct. FIM affil. Meets every Wed. at 8:30 p.m. at the Cliff House, 15145 W. Pacific Coast Highway, Pacific Palisades, Cal. Mailing address: 11759 Idaho Ave., Apt. 3, Los Angeles, Cal. 90025.

DIST. 37 SPORTS COMMITTEE. Contact President Bill Adams at 814 Cobb Ave., Placentia, Calif. 92670 for information on meetings. Info: (714) 528-3007.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Cal.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

ELKS MOTOR CORPS. Road riders club. Info: 628-4013

END DOES M.C. Meetings 2nd and 4th Thurs. of each month. For information write Gini Kesler, 5900 Marita St., Long Beach, Calif. 90815 or call (213) 896-2541, (213) 596-3691 eves. (Girls only).

FAR WEST M.C. Meets every Friday. For info. write: P.O. Box 3198, Eureka, Calif.

FOOTHILL HAWKS M.C. Meets Thursday at 8:30 at 503 Whittier Blvd., Montebello 90640. For info call Fred 573-5495.

FORT SUTTER M.C. of Sacramento, Calif. Meets every Wednesday at 8 p.m. We need more active members. Address: 4085 Deeble St., Sacramento, Calif. 95820.

FOUR OWNERS CLUB. For owners of Honda Fours. Box 60679 Terminal Annex, Los Angeles, Ca. 90060.

FOUR ACES M.C. Invite you to our meeting any Thursnight at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st & 3rd Friday at 2231 Concord Ave., Pomona. Write E.D. Coleman, address same. (714) 623-4676.

GOLDEN EAGLES M.C., 3501 Boher Ave., Santa Ana, Calif. 92703. Info: Al Sommers (714) 538-5330 or Jim Knight (714) 531-0166.

GOLDEN EAGLES M.C. of DALLAS, TEXAS, AMA sanct'd. Meets every Friday at 7733 Garland Rd. Info: (214) 358-5577.

GOLDEN STATE M.C. of Pasadena. Road Riders rep. H.W. Borden, 5406 N. Mapletree, Arcadia, Calif. Phone: GI 8-9388.

GREYHOUNDS M.C. Desert competition club. 13741 Marchant. Sylmar, Cal. 91342. Info: (213) 367-2907.

GRIP TWISTERS M.C. at Vandenberg AFB. Address: P.O. Box 968, Vandenberg AFB, Calif. Ph: (805) WA 2-4486 for membership information.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30. Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas, Nev.

GYPSY WHEELS M.C., Ridgecrest, China Lake and Trona, Calif. area. Family type road riders only. AMA chartered. Meets 1st & 3rd Wednesday nights of each month at Community Center. Naval Weapons Center, China Lake, Calif. Gate passes available for guest & visitors. All meetings open to public. Military riders welcome. Box 992, Ridgecrest, Calif. 93555.

HALF FAST M.C. Family desert and trail riding. Meets 1st Thurs. of each month at members' houses. Outing once a month. Address: 6445 Neddy Ave., Canoga Park, Calif. 91304.

HIGH SIDERS M.C. Striving to promote good club racing. 8-855 Highway 111, Indio, Calif. 92201. Info: (714) 347-8118.

HIGH SIERRA M.C. Competition Club, Box 482, Mammoth Lake, Calif. 93456. Meetings 1st Wed. of each month. Great cow trailing, high altitude, 7000 plus.

HI-PLAINS RACING ASSN., Lubbock, Texas. AMA chartered. Sportsman and Pro race promotion. 5304 48th St., Lubbock, Texas 79414– 5205 6th St., Lubbock, Texas 79404. Info: (806) 792-4539.

HI-HAT M.C. AMA sanctioned, dirt track competition club. We're 100% racers and happy to welcome any racing newcomer, or old hand. We meet every Tuesday night at 8:30 in Concord, Cal. For info or membership write Hi-Hats, P.O. Box 467, Martinez, Calif. 94520.

HI-BOOTS M.C. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HI-JINX FAMILY M.C. Fun meets, competition and desert. Meetings held 1st & 3rd Thursday of each month at 20833 Siene, Lakewood, Calif. Visitors welcome, new members invited.

HI-WAY KINGS M.C. Road riders club. Info: 246-9206.

HILLTOPPERS M.C. INC. of Signal Hill, Calif. AMA sanc. Meets at 5709 Dairy St., Long Beach, Thurs. at 8 p.m. Post meeting, refreshment. Mail address: P.O. Box 1746, Long Beach, Calif.

HONDA LIMITED meets 1st Sunday of month, 4 p.m. at Woodlake Bowl, Canoga Park, Cal. For info. contact Schandoney at 894-9218. Road riding club, limited to owners of 350, 450 and 750 Hondas. Must be 21 yrs. or older.

HUNTINGTON BEACH M.C. Meetings every other Tuesday at Sir George's Restaurant, 8602 Westminster Blvd., Westminster, Calif. AMA Charter-District 37 member. Info: (714) 893-4125.

INVADERS M.C. An active, AMA sanct., desert competition club. Meets every Wed. night at 11157 Kittridge St., North Hollywood, Cal. at 8:30 p.m. Guests and prospective members welcome. Ph: (213) 766-5735.

JACKRABBIT COMPETITION M.C. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 E. Compton Blvd., Bellflower (Just off Lakewood Blvd.)

JASPERS M.C., road riding club. Meets 2nd & 4th Mon. 7:30 p.m., at 30-1/2 W. California St., Ontario, Calif. (714) 986-3118.

KERN COUNTY TRAILBLAZERS M.C. A.M.A. Info: M.D. Greenlee, Star Route Box 609, McKittrick, Cal.

KNIGHTS M.C. of Hacienda Heights. Meets 1st and 3rd Sat. of every month at 7 p.m. Mail address: 1760 Charlemont, Hacienda Heights, Cal. AMA & RRC. Club phone (213) 336-0414.

KNOBBY'S M.C. (Desert). Meets 2nd & 4th Mon. 7:30 p.m. Don Bauman (Sec.) 11360 Monte Vista Ave., Ontario, Calif.

LAFAYETTE M.C. Races, meets, family fun and road runs. New members welcome! Call or write for info: Frank Gillespie, 254-3306. Address: 44 Orchard Rd., Orinda, Calif.

LANCERS M.C.–Comp. Club. Meets 2nd and 4th Thurs. night at 8:00 p.m. at A&A Motors, 2771 El Camino, Redwood City, Calif. (415) 366-3814.

LIGHTWEIGHTS M.C. AMA sanct. competition club Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (Sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LIONS M.C., 4762 Cape May, San Diego, Calif. 92107.

LODI M.C. Meetings every Monday at 8:00 p.m. at 5801 E. Morse Rd., Lodi, Calif.

LOMPOC SLO-POKES M.C., AMA sanctioned, 1591 East Chestnut, Lompoc, Calif. Phone (805) WE 7-5836.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address: Box 498, Long Beach, Calif.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286-3756 for further info. Desert club and Baja M/C trips. (Dirt riders only.)

LOS BORRACHOS M.C., AMA sanct., meets 1st Sunday of each month at 10:00 am. A road riding club. P.O. Box 2022, Ventura, Calif. Info: (805) 646-2957.

LOS PADRES M.C. Inc. of Ventura County. AMA sanc. comp. club. Meets every Wed. at 6541 Ventura Blvd., Ventura. Pres: Art Carter, Secy. Frank Reasner.

LOST ANGELS M.C. Dist. 37 competition club. Meets every Thurs. 9 p.m. Info: (213) 768-1058.

LOST COYOTES M.C. of Lancaster, Calif. AMA sanct. Mail address: Lost Coyote M.C., 1061 W. Ave. K, Lancaster, Calif. 93534. Ph: (805) 947-0734.

LUCKY FEW M.C. Road Riding Club. AMA chartered. P.O. Box HA, Los Gatos, Calif.

LUCKY SPOKES M.C. Competition club. Brush Prairie, Wash. P.O. Box 77, Brush Prairie, Wash. 98606. Info: (206) 687-2178.

LUCKY WHEELS M.C. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month at H-D shop, 1241 W. Holt St., Pomona. Ph: 633-5417. AMA & RRC. Pres: J.M. Jones – 983-2524.

MAJESTICS M.C. New members invivted. Family road riders. AMA & RRC. Meet 1st and 3rd Weds. at 7 pm. 10919 Littchen, Norwalk, Calif. 90650. Info: (213) 863-9233 or (714) 595-8489.

MARIN COUNTY MOTORCYCLE ASSN. of San Rafael, Calif. Meets at 8 p.m. every Mon. night at 2020 4th St. in San Rafael. Sportsman racing team and also road riders. AMA chartered. Mail address, Box 221, San Rafael, Calif.

MARRIED WHEELS M.C. Meets first Sunday of each month at 7:30 p.m. at Suzuki Sport Spot, 1241 Holt Blvd., Ontario, Calif. All married persons welcome to attend.

MARY'S MEN M.C. of San Diego, Road Riding club. Meets 1st & 3rd Tues. of each month, at 4442 Glacier Ave., Family type riders only. AMA. Info: Roger J. Melanson, Pres., 7068 San Miguel, Lemon Grove, Cal. 92045. 465-1831.

MASTER LINKS M.C. AMA charter. Desert competition club. Meets every Tues. 7:30 p.m. at 9143 E. Compton Blvd., Bellflower. Visitors welcome. Info: 892-3709.

MONARCH M.C. 901 N. La Brea, Inglewood, Calif. Ph: 671-7609.

MONTEREY BAY RAMS M.C., of Monterey, Calif. Competition and trail riding. Info: John Brown, (403) 394-6601.

MOTORCYCLE OWNER, RIDERS AND ENTHUSIASTS. Organization to obtain just legislation. Info: MORE, P.O. Box 26062, Sacramento, Calif. 95826.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: (213) 678-7621, 423-7603. Write P.O. Box 5331, Long Beach, Calif.

NAPA M.C. Road riding club. AMA sanct. P.O. Box 2561, Napa, Calif. 94558.

NEVADA TRAILBLAZERS M.C. of Reno, Nevada. Competition club. AMA chartered. Points honored in District 36. Meets every Tues. night 8 p.m. at the Silver Cue Billard Parlor, 534 E. 4th St., Reno. Mail address: P.O. Box 6075 Reno, Nev. 89503.

NEVER READYS M.C. Road riders club. (714) 688-7477.

NOMADS COMP. CLUB meets 1st Sun. each month. Pres: Bill Jones WH 1-5716. Address: 10925 Colima Rd., Whittier, Calif.

NORRA, Nat'l. Off Road Racing Assoc. Add: 19720 Ventura Blvd., Woodland Hills, Calif. 91364. Ph: 883-4140.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thurs. Open for membership, visitors welcome.

100's M.C. of Azusa, Calif. AMA sanct. Primarily desert competition club for 100cc riders and under. Add: 3460 Columbia, La Verne, Calif.

OAKLAND M.C. Road & competition club. Meets every Wednesday at 1116 – 36th St., Oakland, Calif. 8 p.m. "Since 1907 devoted to safety and courtesy on the road."

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY M.C. of Orange County, Cal. AMA sanc. Meets at clubhouse, Trask and Newhope, Garden Grove, Calif. on first three Mondays of each month. Mail address: Trask and Newhope, Garden Grove, Cal.

OROVILLE M.C. of Oroville. AMA sanctioned. Meets 8 p.m. first Tuesday of each month in Municipal Auditorium, Myers St. Contact President Gene Frieze, 2708 Stauss Ave., Oroville, Calif. 95965.

OVERLANDERS M.C. Road riders club. Info: 923-4107.

OXNARD M.C. AMA road riding club. Meets every other Thurs. 8 p.m. at rear of Eagles Lodge, 4684 So. Saviers Rd., Oxnard. Info: 483-1590. Mail address: P.O. Box 1094, Oxnard, Calif. 93030.

PACIFIC COAST MC of South Gate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at South Gate Park Recreation Center, Room 2, RRC. Visitors welcome. New members always wanted. Inquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Riding club. Meets every other Fri., 7:30 p.m. 4236 Feather Ave., San Diego, Cal. AMA chartered. Info: 274-3755.

PACIFIC NORTHWEST TRAIL ASSOCIATION, organizing and encouraging English Trials in the Pacific Northwest. Annual membership, newsletter & decal $5.00. Info: Marvin Foster, Sec., PNTA, P.O. Box 131, Weston, Ore. 97886.

PALO ALTO M.C. of Palto Alto, Calif. 100% competition riders. AMA chartered. Sponsor of Northern Cal. dirt events. Meets every Wed. at 8 p.m. at C.A.P. Bldg., 1901 Embarcadero Rd., Palo Alto.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif. Phone: 657-3678.

PITS-PACIFIC INTERNATIONAL TRAILS SOCIETY. Meets 1st and 3rd Thurs. 8:30 p.m. at A&A Motors, 2771 El Camino, Redwood City, Calif. Phone: (415) 366-3814.

PLACERVILLE M.C., Competition, AMA chartered, meet 1st & 3rd Thursday of every month, 8 p.m. Info: Reeder's Saw & Tool, 561 Placerville Dr., Placerville, Calif. 95667.

PLAYBOYS M.C. AMA sanc. Jim Beach President, call for info at 564-4623.

POLKA DOTS M.C. INC. of Sacramento. 100% competition riders since 1953. AMA charter No. 1010. Meetings every Tues. at 8 p.m., 4555 Auburn Blvd. #10, Sacramento, Cal. 95841 (Mailing address same).

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P.O. Box 1241, Porterville, Calif.

POWAY M.C. family road riders, AMA chartered. 13621 Frame Rd., Poway, Cal. 92064. Ph: 748-3290.

POWDER PUFF ASSN., AMA sanc. competition club for women. Meetings second Wednesday of each month. Call 865-2747 for information.

PROSPECTORS M.C. of Gardena, Calif. AMA & ACA sanctions. Meets every Tuesday 8 p.m. at 158th & Brighton, Gardena. Mailing address: 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thurs. 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

REBEL ROUSERS M.C. Road riders club. 336-2359.

RED DOTS M.C. Meetings 2nd & 4th Wed. of month. For info. call (213) 255-8536. Mailing address: 2755 Dicturn St., L.A. 90065.

REDMOND PIONEERS M.C. Meetings every Fri. night at 8 p.m. with the 3rd Fri. night of the month being a social evening. Club address: 4403 148th N.E. Bellevue, Wash. 98004. Publicity Directors address: 12854 111th N.E., Kirkland, Wash. 98033.

RIDGE RIDERS TRAIL CLUB, INC., Oakview, Calif. Contact President Bob Doke at 649-1960 for info. Club address: 149 Apricot St., Oakview, Ca. 93022.

RIDGE RUNNERS MOTORCYCLE CLUB of Santa Cruz, Competition Club, AMA chartered. Meets 1st and 3rd Tues. of each month. For info write P.O. Box 121 East Santa Cruz Station, Santa Cruz, Calif. 95060, or phone (408) 426-4161.

ROAD KINGS & QUEENS M.C. Club meeting the first Sat. of every month. Married couples only. AMA sanc. Motorcycles 305cc and up. Call Marlene Lawson, Club Sec'y. for more info. (714) 627-1495. Address: 4762 Mission Blvd., Ontario, Calif.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Sat. of each month at 11503 E. 214th St., Lakewood, Ca.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA sanc. Meets at 3044 Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffleboard & skill pool at clubhouse.

ROAD RUNNERS OF SANTA CRUZ, a road riding family club is accepting memberships. Meets 1st & 3rd Sat. of each month at club house on Scotts Valley Blvd., Scotts Valley, Cal. Meetings start at 8 p.m. Contact: 'Woody' Wood, 234 Manfre Rd., Watsonville, Ph: (408) 724-1982 or Santa Cruz Shop, 426-2875.

ROAD RUNNERS M/C a road riding family club. Meets every other Sun. Mailing address, P.O. Box 178, Fort Bragg, Calif. 95437.

ROCK SPRINGS MOTORCYCLE ASSOCIATION. Box 164, Rock Springs, Wyoming 82901.

ROGUE VALLEY RIDERS M.C. INC., 420 Crestview Loop, Grants Pass, Ore. 97526. Ph: (503) 476-2180 or (503) 476-4018.

ROUGH RIDERS of Hayward M.C. AMA sanc. dirt and road riding club. Meets every Thurs. at 8 p.m. Current membership openings. Contact us at 2524 Mission Blvd., Hayward, Calif. 94544. Phone: 538-2144.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thurs. at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone: ME 3-4368.

ROYAL RIDERS M.C. INC. of S. San Grabriel, AMA Meets at 3044 N. Jackson St. every Tues. 8:00 p.m. Mail address as above. Post meetings club run during activity contest. Shuffleboard & skill pool at clubhouse.

SACRAMENTO TRACKERS M.C., 5032 Whitney Ave., Carmichael, Calif. 95608.

SAFARI TRAIL RIDERS, INC. Lynwood, Calif. Family trail riding club. Meetings held 3rd Tues. Info: Norman Blum (213) 861-4329 or Larry Bryan (213) 429-0943.

SAFEHOPPERS M.C. Address: 2157 Edinburg Ave., Cardiff, Calif. Phone: 753-2907.

SALINAS RAMBLERS M.C. AMA sanc. dirt events. Contact Bob Wayman, 324 No. Main St., Salinas, Calif.

SAN BERNARDINO VALLEY M.C. AMA sanc. dirt competition club meets 2nd & 4th Tues. at Doug Douglas Motorcycles, 24769 5th, San Bernardino, Cal. at 7:30 p.m. Prospective members welcome.

SANDBLASTERS MC of Ridgecrest. Meets every Thurs. Mail address: P.O. Box 5709, China Lake, Cal.

SAN DIEGO TRIALS RIDERS, 433 E. 3rd St., National City, Calif. 92050. Secty. George A. Hutchinson (714) 477-5969.

SAN GABRIEL VALLEY M.C. AMA sanc. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SANTA MARIA SADDELITES M.C. of Santa Maria, Cal. For club info. write to publicity chairman Stan Skinner, 408-A W. El Camino St., Santa Maria 93454.

SAN PEDRO M.C., desert & track competition. Meetings every 2nd & 4th Tues., 8 p.m., 1658 Morse Dr., San Pedro. Info: (213) 833-4451.

SAN RAFAEL M.C. Meets at Cycle Town, 116 Greenfield Ave., San Anselmo, Calif. Every Thurs. at 8:15 p.m. For further info call (415) 370-7630.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus area.

SCRAMBLERS M.C. of San Fernando Valley. AMA sanc. Meets at Kolbe's Cycles in Reseda, 7514 Reseda Blvd. at 8 p.m. on alternate Tues. Info: (213) 345-7616 TT & desert.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets 1st & 3rd Mon. of every month at Vineland Gardens, 6159 Vineland, No. Hollywood, Calif. Meetings being at 8:30 p.m. Everyone welcome. For more info contact Gary Weber, Sec/Treas., Sidehack Assn., Tujunga, Cal. Phone: 353-8719 or 354-4966.

SIDE WINDERS M.C. Meets every Thursday night at Inyo County Road, Trona, Cal. Info: (714) 372-4869.

SILVER CITY SCRAMBLERS M.C. Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Mon. each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SILVER EAGLES M.C. Harley-Davidson road riding club. Meets Weds. 8 p.m. Olive Recreation Center, Burbank, Cal. Many runs and club events, visitors welcome. Info: (213) 887-7396 or 443-9555.

SILVER QUEENS M.C. of Las Vegas, Nev. AMA sanc. the only women's competition and road riding club in So. Nevada. Meetings every 2nd & 4th Tues. For further info call (702) 642-8066 or write P.O. Box 1591, Las Vegas, Nev. 89101.

SIMI VALLEY M.C. AMA sanct. competition club. Meets Weds. 8:30 p.m. at Winfield Lumber Co., Santa Susanna, Cal. P.O. Box 387, Simi, Cal. Info: (805) 526-3640.

SINNER'S M.C. of L.A., AMA sanc. Meets 1st Fri. night of each month, 3822 W. 183rd St., Torrance, Cal. Info: 323-5741.

SLED RIDERS M.C., desert competition & social. 1762 Camrose St., Anaheim, Cal. (714) 772-7937.

SOCIAL RIDERS OF SAN BERNARDINO M.C., AMA charter, meet 1st Fri. of every month at 7:30 p.m., Cultural Arts Center, 11th & "E" Sts., San Bernardino, Calif. 92402.

SOLANO COUNTY M.C., AMA charter, trials riders. Address: 605 Wilson Ave., Valljeo, Calif. 94590.

SOUTHERN CALIFORNIA MOTORCYCLING ASSN., Ellis Smith, 5849 Tanglewood, Lakewood, Cal. Ph: (714) 429-3557. Meets at 8:30 p.m. 1st Mon. each mo. Carter Hall in Norwalk Park, 12157 E. Sproul, Norwalk, Calif.

SO. CAL. M.C. Desert competition club. AMA sanct. Meets Tues. 8:30 p.m. Don's Red Carpet, 1606 W. Magnolia Blvd., Burbank, Cal. Phone: 843-9292. Mail address: 7609 Whitsett Ave. Apt. #12, No. Hollywood, Cal. 91605. Phone: (213) 372-2266.

SOUTHERN CALIF. ROAD RIDERS COMMITTEE. Meets 8 p.m. 1st Mon. each month. Prudential Savings & Loan (rear entrance) 1300 E. Valley Blvd., Alhambra, Calif. All road clubs invited.

SOUTHERN CALIFORNIA TRIALS ASSOCIATION, English Trials enthusiasts. Gary Stewart, Sec., 6521 Lenore St., Garden Grove, 897-7830.

SOUTHWEST MOTORCYCLE RACING ASSOCIATION. Promotion of drag, motocross and road racing throughout Texas. SMRA, 2507 TCU Ave., San Angelo, Tex. Info: (915) 949-1030.

SPARTONS M.C. of Woodland, Cal., "Friendliest Club on Wheels." AMA charter. Meets every Wed. at 7:30 p.m. at 53 W. Main St., Woodland. Mailing ddress: Sec'y. Deanne Toben, 131 West Woodland Ave., 95695. (916) 662-0340.

SPINNIN' SPOKES M.C. Family road riding club looking for members with machines over 250cc. AMA sanc. Meetings every 2nd & 4th Wed. at 15742 Bluebird Ln., Huntington Beach, Cal. Ph: (714) 893-6811.

SPOKE BENDERS M.C. Desert competition club. Meetings 2nd and 4th Wed. at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque). Mailing address: P.O. Box 296, Lawndale, Cal. Info: (213) 371-7295.

SPORTSMEN M.C., 10067 Mission, Riverside, Calif.

STUMP JUMPERS M.C. of Orange County AMA sanct. Desert, motocross and TT scrambles. Meets 2nd Tues. of month at 7:30 p.m. Info: Howard Markham, Pres. 913 N. Lemon #4, Anaheim, Cal. 92805.

SUNLAND SHAMROCKS M.C. of Sunland, Calif. AMA sanc. Meets every Wed. at 8:15 p.m. at Sunland Park Recreation Center in Sunland, Calif. First Wed. of each month is for club members only. Mail address: P.O. Box 515, Sunland, Calif.

SWEET HEARTS M.C. Barbie-Lee Ferrin, Pres. Add: 2273 Clinton Ln., Las Vegas, Nev. 89110. A street riding club. Ph: (702) 642-9122.

13 REBELS M.C. AMA sanc. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TERRAPINS M.C. AMA sanctioned. Road Runs. Sec'y. Martha Palmer, 3211 39th St., San Diego, Cal. 92105. Info: (714) 281-2150.

THROTTLE HOUNDS M.C. AMA sanctioned. Meets every Wed. at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

TOPPERS M.C. Road riders club. Info: 338-3070.

TRAIL BIKE SPORTSMEN ASSOC. Family non-competitive trail bike club. Info: TBSA, P.O. Box 7202, Sacramento, Calif. 95826.

TRAIL RIDERS OF HOUSTON. Meetings on first Wednesday of each month.

TRAIL TROTTERS M.C. INC. AMA sanct. Meets every Wed. night. Add: P.O. Box 414, Coalinga, Calif.

TRI-CITY M.C., meets 1st & 3rd Tues. of each month, 8 p.m., 510 4th St., Oceanside, Cal. 92054. Military & civilian family road rider club. Info: 722-8684.

TRINITY TRAILSTERS M.C. INC.—AMA sant. meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

T-T M.C. AMA sanctioned, competition club. P.O. Box FA, Westminster, Cal. 92683.

TWIN CITY M.C. INC. P.O. Box 681, Centralia, Washington, 98531.

TWIN WHEELERS M.C., AMA sanc. Meets Thurs. 8 p.m. Stroube and Alvarado Sts., El Rio, Calif. Mail address: 2701 Alvarado St., El Rio, Calif. 485-5201.

VALLEY TRAIL RIDERS ASSOCIATION, 13226 Keswick St., North Hollywood, Cal. 91605. Meets 1st Tues. of each month, 8 p.m., at Mission Hills Cycle Shop, 8730 Sepulveda Blvd. (at Parthenia), Sepulveda, Cal.

VEGAS VALLEY M.C. Meets 1st and 3rd Mon. Top quality competition club of scramblers and short trackers. Mail add: Tom Jones, 1620 So. Main, Las Vegas, Nevada.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wed. of the month 8 p.m. at 1346 W. Poplar St., Oxnard, Calif.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif. AMA sanc. Meets at Washington & Main, 2531 So. Main St., Los Angeleles every Tues. at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Ph. 722-4651.

VICTORS M.C. Family oriented desert only comp. club. Meets every Sun. at races and last Wed. of month at various places. For info. call one of these numbers: (805) 527-4525 or (213) 340-8470 or (714) 496-9367.

VIEWFINDERS M.C. AMA sanct. Desert, TT and social. Membership limited to those involved with motion picture and TV films. Add: 3264 Primera Pl., Hollywood, Calif. 90028.

VINCENT OWNERS CLUB of Southern California. Contact Bob Kountz, 5229 Sunset Blvd., Hollywood for info: Phone 665-9559.

VISALIA RAMBLERS M.C. 718 Roosevelt St., Visalia, Calif. Meeting at 8 p.m. every Wed. Info: (209) 686-6971 or 688-0322.

VISTA TRAVELERS M.C. of Vista, Calif. Road riding club; meets every Wed. at 7:30 p.m. at 823 Vista Way, Vista, Calif.

WASSUK SCRAMBLERS M.C., the best Brush Jumpers and Rock Dodgers in Nevada, meet every Wed. night. New riders always welcome. If in our area stop by and bench race anytime. Box 872, Hawthorne, Nevada.

WESTWOOD MOTORCYCLE RACING CLUB. Road racing and trials. Meets 1st and 3rd Monday, 7:45 p.m. Coquitlam Centennial Pavilion, So. Burnaby, B.C. Canada. All American riders welcome. Info: 299-6965.

CLUB PLEASE NOTE: SEND YOUR INFORMATION C/O CYCLE NEWS/CLUB DIRECTORY, P.O. BOX 498, LONG BEACH, CALIF.

Wonder Woman

(Continued from page 12)

YOURSELF, "WOW" I'VE REALLY MADE IT?

That would have to be the Greenhorn Enduro. That was the neatest thing in the whole world. I just couldn't believe I would finish it. Gosh I was so tickled just to finish it let alone place. Last year I would have finished it but about 5 years ago I fell down and twisted my knee, and after riding all day, going up and down, it swells up. Last year I rode all day Saturday and 165 miles on Sunday, but my knee hurt so bad I had to stop.

HAVE YOU EVER TAKEN A BAD SPILL?

Yeah, a little kid on a trail bike nailed me. I was bragging just a little while before that, that I'd never really been hurt. That blew all last summer as far as points, and then that took 7 month out of last year.

TELL US ABOUT THIS YEAR'S GREENHORN.

Well, I guess Sunday morning was the neatest part. I was really tired, and I just didn't have any enthusiasm. We went through some real bad stuff, then all of a sudden, coming into Red Mountain, there were these rollers. It was just like a roller coaster; you go up and down, and it was so much fun I completely forgot I was tired. The worst part of the Enduro was the last 19 miles of Saturday. It wasn't that rough; I was just tired.

When I came in to finish the Greenhorn there was a whole crowd of people yelling "here comes the girl". Then this guy gave me a bottle of champagne.

DO YOU PRACTICE EVERY DAY?

Every once in awhile I get sick an tired of everything and go blow off steam and load my bike up and go out riding. When I can't stand it any longer it's a real neat escape. Boy, if I couldn't ride my bike I couldn't stand it. We water-skied for 15 years and it's nothing like bikes.

WHAT DOES THE REST OF YOUR FAMILY THINK OF RIDING?

Well, my oldest son Bobby rode his first event at The Jackass Enduro; a hundred miles and it was one of the roughest things I've ever ridden. He finished it, but, boy he almost didn't. I went back about three times and told him to stay with me if he wanted to finish the race.

Grant

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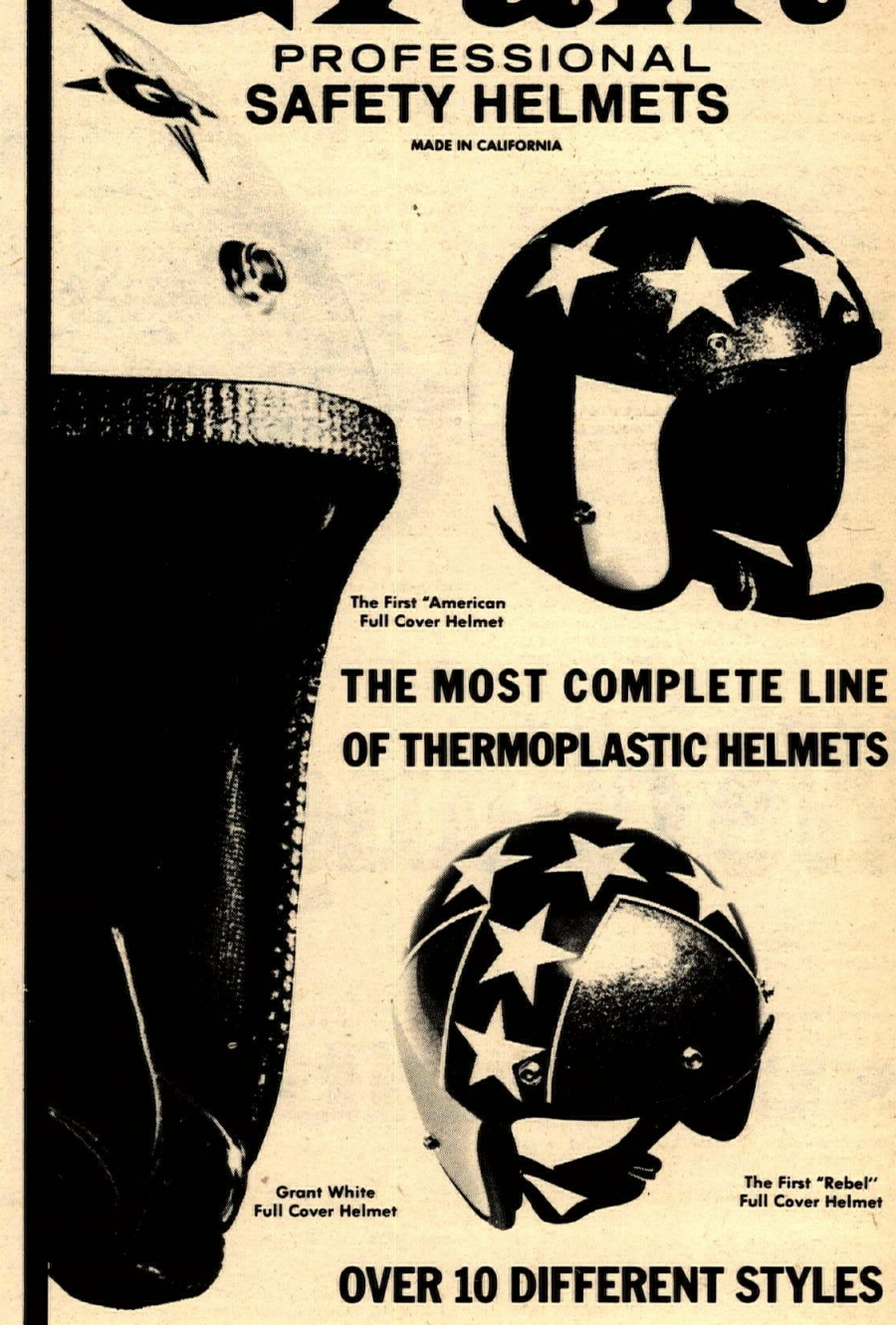

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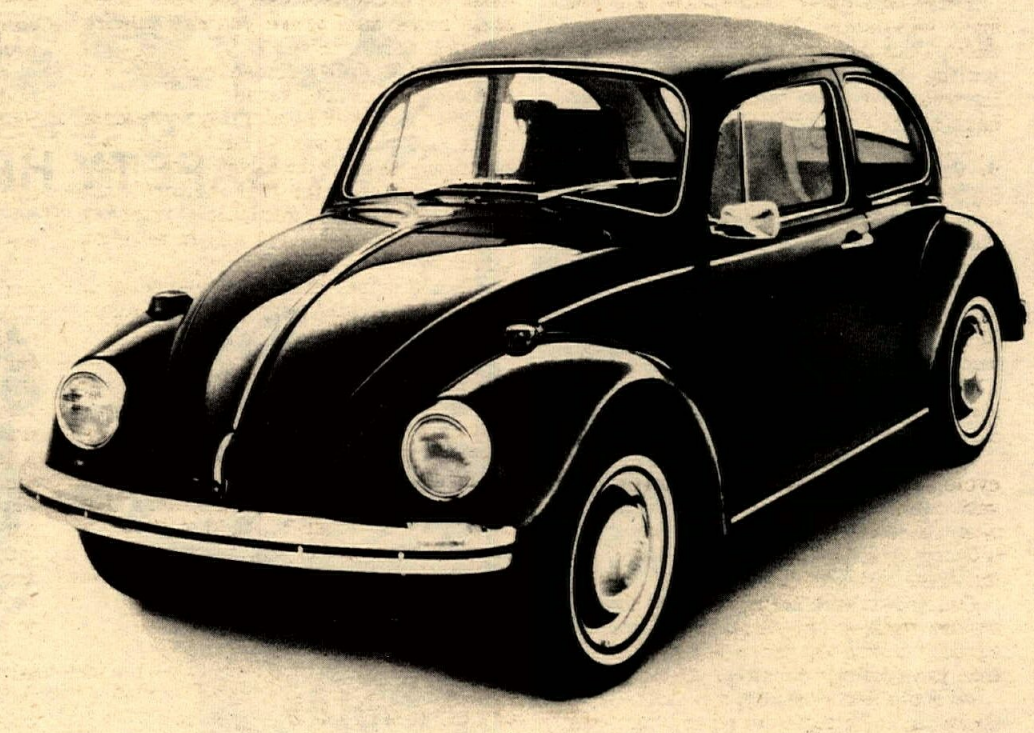

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land & law forum

(The following is only a small portion of an article by John Gregory appearing in the Los Angeles Times, May 17, but it serves as a good recap of what is occurring in the industry. It is refreshing to see something as objective as this.)

In the last three years, government officials at all levels in the county have clamped down on cyclists using open, public land in such areas as Dana Point, Los Coyotes Hills in Fullerton, Chino Hills near Yorba Linda and a sand dunes-marshland parcel in Huntington Beach.

City proposals last year to develop the 50-acre Huntington Beach area into a motorcycle park were shelved when the insurance firm representing the municipality strongly recommended against it.

Noise, vehicle accident risks and landscape scars, caused by tire traks, are the chief detriments to motorcycle parks, officials say.

"There is some accelerated erosion in the county where off-road motorcyclists converge now," notes James Whitehead, head of the Sn Clemente-based district of the State Parks and Recreation Department.

Motorcyclists fare better than car motorists in many accident categories. A smaller percentage of cycles statewide are involved in mishaps than autos, based on registration figures of all vehicle categories. The Highway Patrol says motorcycle rates actually dropped 2% in 1967 and 1968, with last year's figures still being tabulated.

Yet it's the higher risk of serious injury and death on motorcycles – about five fatalities occur each month in Orange County – that opens a floodgate of questions revolving around safety.

–Are safety attachments on motorcycles effective?

Motorcyclists cite devices they feel are more cumbersome than beneficial: clear plastic windshiels that become cloudy from gravel scuff marks; rear view mirrors that jiggle from the motor's vibrations; "crash bar" pipes, theoretically preventing one's legs from being crushed when a cycle falls over that instead trap and twist the motorcyclist's legs.

–Are motorcycle insurance rates fair in comparison to automobile rates?

Despite the equal damage liability they share with auto drivers, many motorcyclists do not carry insurance because of high costs at most firms.

"Rates vary greatly from company to company, due to the lack of statistical data in the industry on accidents," says Earl Rehder of the Southern California Auto Club's office.

The club is one of three large national firms that provide relatively low rates for policy owners, only if they also carry car insurance.

No company provides medical coverage and policies are based on the size of the cycle. Annual premiums at the smaller insurance companies run about $165 for full coverage for medium-sized motorcycles (350cc) and $295 for the giant bikes (1200cc).

"Rates are unrealistic on the larger ones," says Santa Ana insurance agent George Hertel, "for these riders are usually better risks."

–Should the wearing of safety helmets be required by the state?

Motorcyclists, industry officials and legislators have locked wheels for three years on whether there should be a state law.

Forty-one other states have enacted such legislation. The National Highway Safety Bureau reports that states requiring drivers and passengers on motorcycles to wear protective headgear have a 30% decrease in accident deaths.

Bills were introduced in Sacramento in 1968 and 1969 but died in the Assembly Transportation Committee after strong opposition by motorcyclists and some legislators who felt mandatory helmet protection infringes on the personal rights of the riders.

Bill Adams, head of the American Motorcycle's Southern California district, voices the opinion of many cyclists:

"It's essential that people wear helmets. But a state law would deny one's freedom of choice."

Adds Ken Markham, Anaheim motorcycle sales manager: "Any motorcyclist with common sense will wear one on the open road. But there shouldn't be a compulsory law. It's the driver's neck, not the other fellow's."

Gerry Maxwell, Highway Patrol information officer in Santa Ana doesn't agree. "There are more people involved than the cyclist," he says.

In Santa Ana recently, a motorist was determined by police to be at fault when her car stuck and killed an oncoming motorcyclist to whom he had failed to yield the right of way while turning left in an intersection. Manslaughter charges were pressed against her.

But the coroner's preliminary report showed that the 18-year-old cyclist, not wearing a helmet, died of brain damage. Now the District Attorney's Office is studying whether manslaughter charges should be dropped and the deceased cyclist be charged for "strong contributory negligence" for failing to protect himself with a helmet.

The minority of riders who feel safety helmet laws should be passed claim that legislative opposition based on personal rights may be a cover-up for a rider's displeasure in lugging around the headgear and ruining his "free spirit, windblown hair" image.

Safety-conscious motorcyclists, for this legislative session at least, will have to be content with a bill on helmet manufacturing standards described as "the only compromise package we can get through" by Assemblyman Tom Hom (R-San Diego), whose helmet-wearing proposal failed last year.

–Do state Motor Vehicle Department examinations–a requirement for riding on any street–adequately test whether the driver can cope with problems on the highway?

DMV tests consist of 10 written questions and a "skill" test in which the applicant must gear up his machine for 50 straight feet, make left and right turns around a small circle and, in some cases, execute a U-turn after driving a quarter of a block on the street.

Some law enforcement officers and most motorcyclists feel the test "does little more than prove you can balance yourself on your bike."

Edward T. O'Brien, manager of DMV's Costa Mesa branch, says:

"It would take considerably more state funds and manpower to set up tests determining whether motorcyclists – automobile drivers, for that matter – are skilled enough to manipulate in heavy traffic, at high speeds and in adverse weather."

–Should driver education be an integral part of high school curriculum, as automobile training is?

In Orange County, only three high schools and one private firm provide driver's education for motorcyclists – only on weekends to volunteers.

Many parents believe that full-time cycle education would tend less to fill a need – not that many high schoolers ride motorcycles – than it would to create a need by stimulating new business for a transportation made they consider dangerous.

Ordinances

(Portion of an article appearing in the Lancaster, Calif., Daily Ledger-Gazette by Larry Grooms.)

Probably the most stringent regulation pertaining to motorcycle operation in Los Angeles County is Section 7021 of County Traffic Ordinance 6544.

The section states, "A person shall not operate any motor vehicle (including any motorcycle, trail bike, dune buggy, motor scooter, or jeep) or the motor thereof on any place other than a highway so as to disturb the peace or quiet of any neighborhood or person by noise, dust, smoke or fumes caused by such motor vehicle."

If strictly enforced, that ordinance alone could seemingly end citizen complaints about motorcycle operation forever. But deputies note that too strict an enforcement of the section might lead to its repeal.

They say they use the section only in the most flagrant violations. It is also, they point out, a valuable basis on which to discuss complaints with cyclists.

Another Los Angeles County ordinance section is smore frequently used, particularly for warning and citation purposes. That section prohibits the operation of any motor vehicle within 600 feet of a business or residence unless the vehicle is on a designated road. It also prohitibits the operation of motor vehicles on private property unless the operator has written permission from the owner.

The trespassing provision of the aforementioned section is more difficult to enforce in the Antelope Valley than it is in a metropolitan area.

Vast areas of unoccupied desert remain open to the cyclists, despite the fact that those areas are split up into private holdings.

As a general rule, motorcyclists are allowed to ride on private acreage here so long as the areas are not fenced or posted.

But most of the complaints reportedly come from residents on the outskirts of Valley communities. According to deputies, most local dirt bike riders head for remote areas, but cycling visitors from metropolitan areas look upon the whole high desert as one vast motorcycle track to be ridden at will.

In addition to the county ordinances there are state and federal code sections pertaining to vehicle operations in forest and watershed areas. Those sections require spark arresters on motorcycles and dune buggies and also provide for the closure of certain properties subject to a fire hazard.

Enforcement of the code and ordinance sections is another matter though. Deputies point out that most violations are misdemeanors. In order to make an arrest or to cite a violator the deputy must witness the violation while it is in progress. The only other alternative is for the complaining citizrn to make a citizen's arrest and somehow keep the violator on hand until deputies arrive.

Deputies say that as a rule warnings are issued to most cyclists on first complaints. In most cases, they add, a rider may not know that he is in violation of the law and a simple warning will keep the rider from doing the same thing again.

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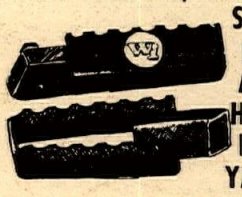
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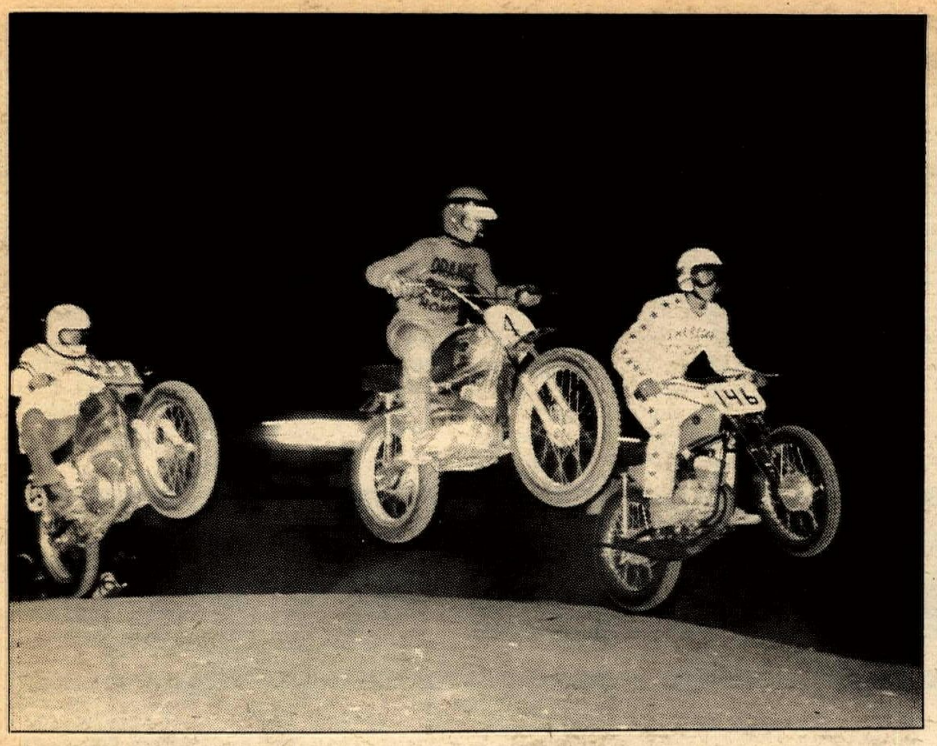

Cody, 146, Morrow, Bruce, 4, McDougal and Rodney, 237, Parsons get up in in the air during the 125cc Jr. TT.

Scott On Top Again

Story & Photos by Rich Hoffman

ORANGE COUNTY, CALIF. July 15, 1970 – Gary Scott did it again, winning 5 of the 6 Senior Main Events. For the second week in a row, only John Isaacs was able to hold back the charging Scott.

Gary won the 125cc Sr. T.T., the 250cc Sr. T.T. and was second in the 500cc Sr. T.T., behind John Isaacs (Yam), who is fast becoming Orange County Speedway's number one hero, being the only rider to have beaten Scott for the past 3 weeks.

The 125cc Sr. S.T. provided another first for Gary, but not without a battle. Coming from third place, Gary finally passed Steve Nichols and on the next lap Scott Autrey went a little hihg and it cost him the first place, as Gary got by to take the checkered flag.

Again, the 250cc Sr. Short Track went to Gary Scott. The real competition was for the number 2 spot, with Scott Autrey and Jim Peterson fighting it out to finish second and third respectively.

Scott continued his winning ways in the 500cc Sr. Short Track and again the race was for second place, between Jim Peterson and John Isaacs. This time John made a small error, and Peterson got by to take the number 2 spot.

The 125cc Jr. T.T. was the first of 6 Mains at O.C.S. and Scott Smith took the lead from the start and held it all the way.

There seems to be some magic in the name "Scott," as Scott Smith easily took the 250cc Jr. T.T. for his second Main Event win of the evening.

The 500cc Jr. T.T. saw Phil McDonald take his first ride on the big bikes at O.C.S. Phil and Steve Thomas fought it out lap by lap, with Phil taking the checkered flag and Steve settling for second.

The Junior Short Track events started with Phil McDonald continuing his fine riding with a 125cc Jr. Short Track win. Jeff Sexton and Steve Flowers finished second and third.

Scott Smith – remember the name Scott – walked away with the 125cc Jr. Short Track. Second went to Tony Dell and third to Robby MacEwen.

(Results on page 26)

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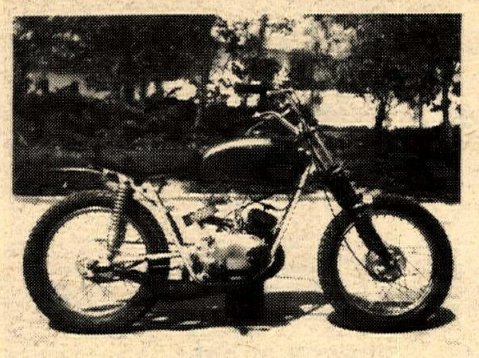

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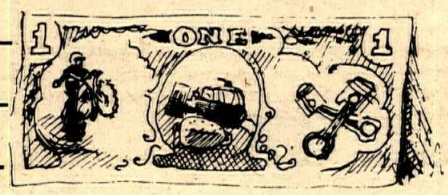

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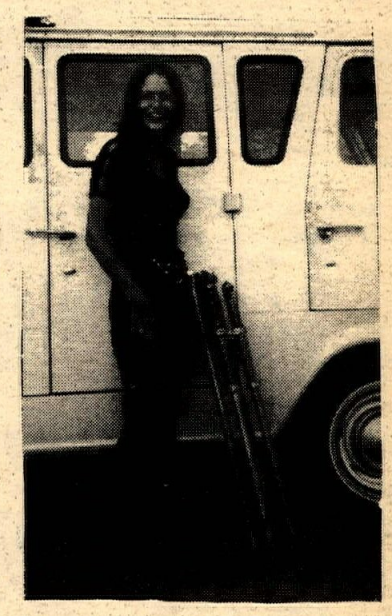

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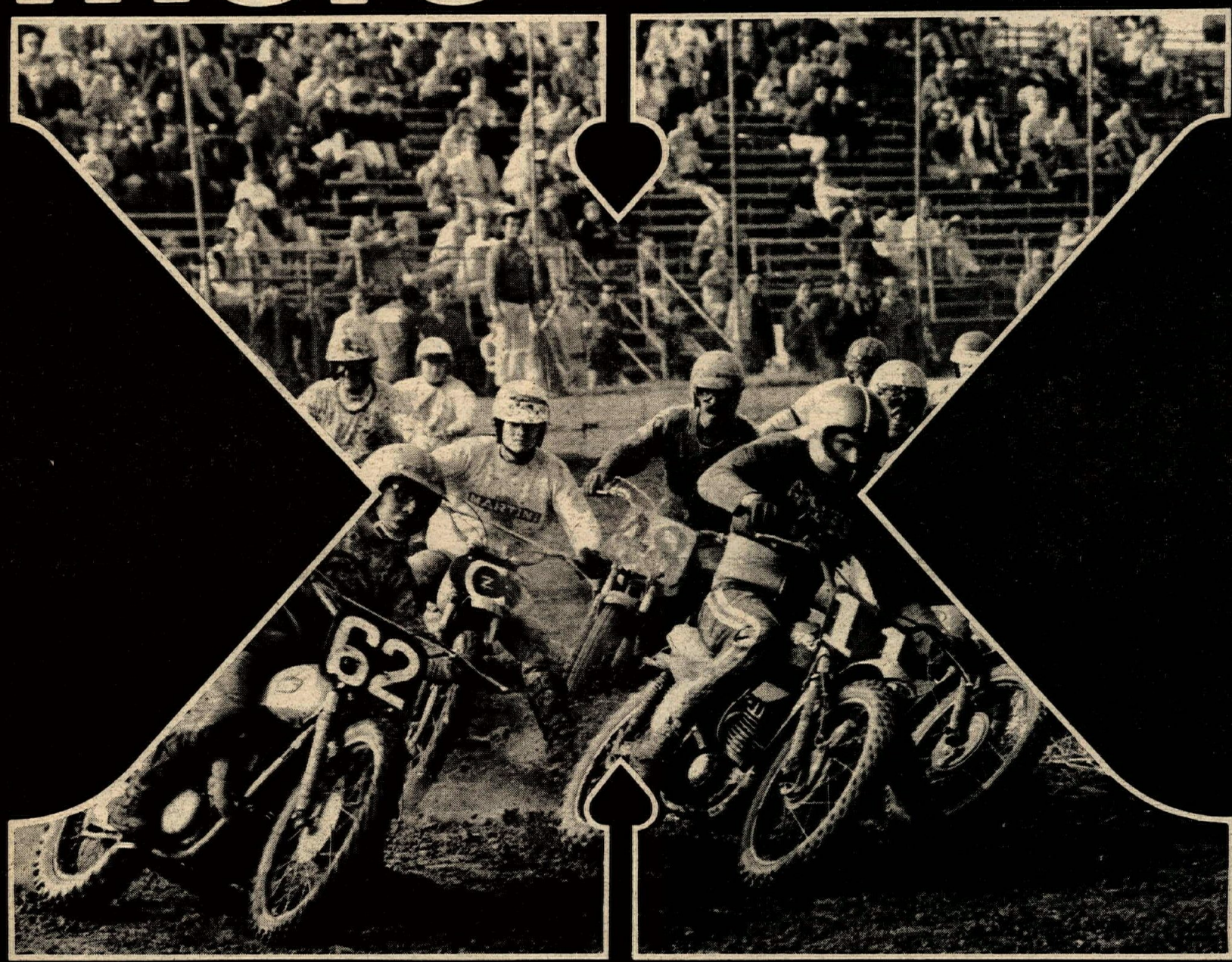

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